

small air forces observer

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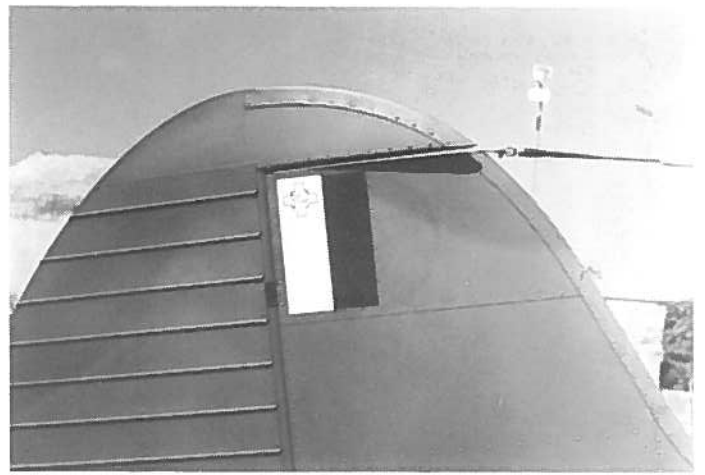
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SQUADRONS OF THE ISRAELI AIR FORCE 1942-1992: PART 4 - SQNS 119-133
THE AIRCRAFT OF THE MALTESE AIR ARM
MEXICAN AIR FORCE INSIGNIA
PARAGUAYAN CATALINAS
AUSTRALIAN NEPTUNES
MOLDOVIAN FULCRUMS
ROMANIAN Bf-109
AFGHAN HINDS

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$9.00 for 4 issues per year in the USA and \$10.00 elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$20.00 and the small excess will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US. (There's a \$25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of all issues and

their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

INFORMATION FOR AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer should send the manuscript on disc. Photo should be black and white prints although color prints can be used. If you want any photos returned, please mark "Return" on the back. All art work must be ready for printing. The layout should be such that when a page is reduced (if necessary) the drawing should fit into the 7.5 inch by 10 inch working area of the final page.

SAFO is distributed in England by Midland Counties Publications, Unit 3 Maizefield, Hinckley Fields Trading Estate, Hinckley, Leics. LE10 1YF; and in the USA by Bill Dean Books, 166-41 Powells Cove Blvd., Whitestone, NY 11357. Additional distributors in both of these countries and in other countries would be most welcome.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): E. Tronn, 2255 At. Mathieu Apt. 701, Montreal, Quebec; Alain La Pierre, PO Box 2102 2102A, Les Delicias, Maracay, Venezuela; Michael Parr, #124 101 Tabor Blvd., Prince George, B.C. Canada; Richard Harrison, "Halcyon", RD 3, Box 3639A, Stroudsburg, PA; Ellis Estes, 5 W. Glebe Rd., Alexandria, VA. Gary Lepinski, 3311 32nd Ave. S, Minneapolis, MN.

EDITORIAL: One of our SAFCH members recently wrote asking me to use the good-offices of

the SAFCH to intercede in an inter-organizational problem he was having. One of his drawings that was published in the copyrighted magazine of his national IPMS branch had been reprinted in another country's IPMS magazine without permission and without any acknowledgement of the source. While the SAFCH is not affiliated with any IPMS organization, I do feel an affinity with these groups and I strongly support their objectives. I would not like to see something like this damage the international cooperation that the SAFCH has worked so hard to foster. Therefore, I wrote to the offending organization and asked for their side of the story.

Their reply included a copy of a letter they had sent to the IPMS organization that had originally published the drawings in which they had asked for permission to reprint the drawings. They explained that when they did not get a reply, they published the drawings anyway and then forgot to include acknowledgments. They also included a letter they had written to the SAFO member (after the receipt of my letter) expressing regret and promising to publish an apology in the next issue of their magazine.

There is a moral here for all of us who publish non-profit magazines (and for those of us who read them). When an article appears in a copyrighted magazine, there is no excuse for reprinting it without permission, and under no conditions is it acceptable to reprint an article without acknowledging the source. In this situation a published apology is certainly required. In addition, I would encourage the offending party to pay a nominal financial compensation to the author. This is necessary to drive home the seriousness of the offense by means short of legal action.

Let me state SAFCH's policy of reprinting; I hope this is the opinion held by all similar organizations. All magazines published by non-profit organizations should be copyrighted to prevent commercial magazines from profiting by ripping off the work of their members without compensation. However, the material published by non-profit organizations should be available for reprinting by other organizations with similar objectives. However, this reprinting must not be done without obtaining permission. This permission can come in several forms; the one I prefer is a written agreement between two organizations allowing the use of each others material as long as acknowledgement is given to both the author and the organization. In the absence of such an agreement, written permission should be obtained on a case-by-case basis.

As if the emphasize the damage careless attention to these common-sense rules can cause, a few days ago I received the magazine of a third IPMS organization which reprinted the original article with acknowledgments going to the second organization.

COVER COMMENTS: Aerospatiale SA-316B Alouette III 9H-AAW (c/n 2295) of the Air Squadron of Malta which entered service in December 1992. It had been abandoned in Malta by the Libyans in 1981 and it was serialized 2295 when with the Libyan police. A feature article on the Maltese air arm begins on page 75.

AUSTRALIA

NEWS AND VIEWS (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$30.00 air mail).

9-3 (28 pages) "Tiger Moths in Scandinavian Service" 5 pages including 15 side-view drawings (7 Swedish, 5 Norwegian, & one Finnish). "Cessna T-37/A-37" 3 pages including 5 side-view drawings (Jordan, Pakistan, & Turkey). "B-25" 4 side-view drawings (all US). "Bf 109G-10/AS" 2 pages including 3 side-view drawings (all Luftwaffe). "Stinson L-5" 5 pages including 12 side-view drawings (all US). Bristol M.1" 3 pages including 3 side-view drawings (all RFC).

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzug Historiker, Pfenniggeldgasse 18/2/14, A-1160, Wien. Write for free sample.)

2/93 (36 pages) "Die Flugabteilung der Wiener Heimwehr" 13 pages including 7 photos and 9 side-view drawings (Brandenburgs 'A-17' & 'A-21', Berg 'A-36', Hopfner HS 8/29 'A-72' & 'A-128', Fiat A.S.1 'A-126', Fox Moth 'A-129', BFW M 23b 'A=137' (2), & Tiger Moth 'A-13').

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues US \$25 in cash, International Postal Money Order for 750 BF, or American Express IMO for US \$25; add US \$5 (or 120 BF) for airmail. Please specify French or Dutch edition.

#88 Winter 92 (34 pages) "BF 109 Z V1" 5 pages on modeling the twin-fuselage 109. "L'Armee Italienne 1935-45: Part 1" 4 pages including 6 side-view drawings of tanks (without identification!). "FA-25: The Anniversary Falcon" 10 pages on a F-16 with a full-size Spitfire painted on the upper surface; includes 2 color photos, 10 b&w photos, 2 pages of 1/72-scale drawings, and a "centerfold" 1/48-scale drawing. "Les Fokker FVIIa" 6 pages including 3 photos of SABENA a/c and a 1/100-scale 3-view drawing of the single-engine FVIIa.

#89 Spring 93 (34 pages) "40 Years 23 Sqn 'Devils Falcon'" 8 pages including one color photo, 2 b&w photos, 2 pages of 1/72-scale drawings, and 4 pages of 1/48-scale drawings. "Spitfire Mk 14 in Belgian Service" 16 pages including one color photo, 18 b&w photos, 6 pages of drawings, and one table of 'Individual Historical Record' (plus 2-page English summary). "Histoire des Blindes dans l'Armee Belge (2ieme Partie)" 6 pages including 8 photos (Vickers Armstrong Utility 'Tractor' A & B and Vickers-Cardon-Lloyd Light Tank T-15 (model 1935)).

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)

1/93 (20 pages) "MiG-3" 3 pages with 8 side-view drawings and 1/72-scale 3-view drawing (reprinted from IPMS-France). "Thunderbolt" 2 pages with 10 side-view drawings (reprinted from APMA). "Skyraiders Exoticos" 2 pages including 4 side-view drawings (Cambodia, Chad, & Gabon) (reprinted from SAFO).

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$20.00 in US \$22.00 elsewhere).

22/6 (24 pages) Photos: RCAF Otter '415' on wheels and '691' on floats.

23/1 (24 pages) "Vampire Cockpit Details" 2 pages with 3 photos & one sketch. "Air North Ltd." 3 pages including 6 photos of DC-3 with colorful tails.

CHILE

MODELOGRAMA (IPMS-Chile, Casilla 2174, Santiago.)

#5 (16 pages) "Mustang FAU-265" 2 pages including 3-view drawings of a/c in markings of the Fuerza Aerea Uruguaya. "El F-80 en la Fuerza Aerea de Chile" 4 pages including 3 photos, one side-view drawing 'J-336' in camouflage scheme, and a 3-view drawing 'J-339'.

#6 (16 pages) "El Dauntless en Chile" 2 pages including 2 photos and a 3-view drawings '710'. "Ecuadorean F-80" one-page 3-view drawings of camouflaged a/c. "T-34C en la Aviacion Naval Latinamericana" one-page with 4 side-view drawings (Argentina, Ecuador, Uruguay, & Peru).

#7 (24 pages) "El Pilatus PC-7 en Sudamerica" 4 pages including 5 photos, 5 side-view drawings (4 Bolivian and one Chilean), and a three-view drawing of Chilean Navy '210'.

#8 was reviewed in SAFO #66.

CZECH REPUBLIC

ZLINEK (Jaromir Stepan, P.S. 8, 763 14 Zlin 12). Text in English.

#3 (32 pages) "The Wooden Miracle: Design and Early Development of the D.H. 98 Mosquito" 15 pages including 18 (5 of Czech a/c) photos, color cover painting, 4 pages of 1/72-scale drawings, one color 3-view drawings (Czech 'TY-12'), and 5 color side-view drawings (3 RAF, one USAAF, & one Yugoslav AF). "MiG-23BN" a 2-page color 3-view drawing with 2 color photos of Czech a/c with eagle head painted on entire nose. "Su-9 Fishpot B" 8 pages including 4 color photos, 6 b&w photos, 2-page 4-view color drawing, and 2 pages of 1/72-scale drawings. "P-63 Kingcobra" 5 pages including 6 photos, 4 side-view drawings of variants, 3 color side-view drawings (Soviet, French, & USAAF "Pinball"), and 2-page 5-view drawing.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegts Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary.

#60 (30 pages) "Airspeed Oxford in Danish Service" 6 pages including 4 photos, one 3-view drawings, 2 photos of cockpit details, and a table listing an Danish Oxfords. "F9F Panther/Cougar" 4 pages including history, a table of dimensions of all variants, list of conversion parts & decals, and a drawings & instructions for converting the F9F-8 back to a F9F-6/7.

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £18.00 (approximately \$36.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

1/93 (32 pages) "Erprobungsgruppe 210 in the Battle of Britain" 4 pages including 4 photos and 4

side-view drawings of Me-110 and Bf-109; (While not SAF, this article is a model of what a history/modeling article should be). "Sparrow-shooter: The T-26 and relatives" 4 pages including use in Finland, Poland, & Spain. "The First of the Hunters" one page on converting the Hunter FGA9 back to the P1067 prototype.

2/93 (32 pages) "North American's 'Hun': The F-100 Super Sabre" a 6-page review of kits. "Modelling the CAC Boomerang" 5 pages including a 1/48-scale 5-view drawings, 23-view drawings (CA-14 & CA-14A), and 6 side-view drawings. "Midway Miscellany" 2 pages with 7 side-view drawings [PBV-5, B-17E, F4F-4, SBD-3 (2), & SB2U-3 (2)]. "Pete the POM Inspector: The 467th BG's B-24D Assembly Ship" 3 pages on building the 1/48 Liberator. "Reconnaissance Round-up" one page including 3 side-view drawings (FW-190-4/U3, F4F-3P, & Wellington GR XIII). "Sukhoi Su-22M4: Conversions from Available 'Fitter' Kits" 4 pages including 6 photos and 5 side-view drawings of variants (Fitter G, H, J, & K).

3/93 (32 pages) "The Dambusters' Raid" 9 pages including 5 photos, table of all participating a/c, sketches, and construction drawings for modeling the modified Lancaster. "Yanks (almost) in the RAF" 2 pages including 4 side-view drawings of Lockheed Lightning Mk. I and P-322. "North American's 'Hun': The F-100 Super Sabre" 4 pages including 8 photos (3 of a/c) concluding the kit review. Letter on the different lengths of Hurricanes I & II.

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ) [Editor's note: Besides the articles listed, each issue contains reviews of kits, decals, books, and magazines pertinent to the Swedish Air Force.]

#6 November '91 (18 pages) "Swedish 'Splinter' Camouflage Scheme: Part 1" 10 pages including FS595a and RAL equivalents for the colors and drawings of the schemes applied to the Draken, Viggin, & Bulldog. "Helicopters flown by Flygvapnet" a one-page addition to the Swedish Military Aircraft list.

#7 March '92 (17 pages) "Swedish 'Splinter' Camouflage Scheme: Part 2" 7 pages including schemes for the Augusta Bell 204B, Boeing Vertol 107-II, Augusta Bell 206, and MBB Bo-105CB.

#8 June '92 (24 pages) "Bristol Bulldog in Swedish Service" 3 pages including a page of drawings showing the color scheme. "Flygtjanst Meteor" 2 pages including conversion details and a side-view drawing. "Swedish Army and Navy Helicopters" 6 pages of color-scheme drawings for the AB-204B and AB-206

#9 October '92 (21 pages) "Tp 80 Avro Lancaster Test Bed" 5 pages on modeling the engine test bed including 2 pages of 1/144-scale drawings. "HKP 1 Vertol 44 Bananen" 3 pages plus fold-out 1/50-scale drawings of Marinen 'Flying Banana'.

#10 February '92 (18 pages) "Swedish Fokker DVII" 2 pages including a 3-view drawing. "Sk 61 Bulldog's Latest Colour Scheme & Markings" one page including a 3-view drawing. "Tp 46 De Havilland DH 104 Dove" 4 pages including a 2-page 1/72-scale drawing.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#94 2/93 (16 pages) Nothing of small-air-force interest.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, PB 149, 75961 Paris, Cedex 20, PB 149, 75961 Paris Cedex 20; 4 issues 150 FF).

#44 (44 pages) "Alpha Jet NGCA for Cameroon" 5 pages including 3 photos, sketches of details, and 4-view drawing of camouflage pattern. "Le Breguet 765 Sahara" 8 pages including 13 photos, sketches, and a giant foldout with 22 photos and a 1/72-scale drawing.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France). #2 April '93 (52 pages) "L'Aviation Navale Yougoslave de 1920 a 1941" 12 pages including color painting of a Dornier Wal, 9 color side-view drawings (Rogozarski PVT-H, DH-60 Moth, Dornier Do 22Kj, Dornier Do-D, Dornier Do-Wal, Fleet 10, Rogozarski SIM XII-H, Ikarus SM, & Rogozarski SIM XIV-H), 22 photos, and Order of Battle for 6 April 1941. "Les Nieuport Polonais de la Guerre Russo-Polonaise" 9 pages including 21 photos and 5 color side-view drawings (Polish 17, 23, 24bis, and Soviet 24bis). [A photo shows a "mystere" Nieuport 17 at Lvov with unclear underwing roundels, vertical rudder stripes (light, medium, dark from front) and "black cat" personal insignia. Could this be a Romanian a/c?]. "Le Morane Saulnier MS760 Paris I et II: Part 2" 6 pages including 14 color photos and 5 color side-view drawings of Argentina and Brazilian a/c. "La RAF en France: 1ere Partie Les Fairey Battle en Operations" 6 pages including 6 photos and 4 color side-view drawings. "Le Bloch 131" 11 pages including 10 photos, a 2-page cutaway drawing, 2 pages of scale drawings (port, starboard, front, & rear views - hopefully a plan view will appear in part 2), and 2 color side-view drawings. "Maquettisme: Hurricane MkI of the Air Component, Winter 1939" 3 pages on modeling Hurricane 'VYoX' including 5 color photos of the model. [Editor's note: Another outstanding issue from SAFCH member Michel Ledet. This magazine is a must for SAFCH members. The photo coverage of the Yugoslav Navy a/c is outstanding. Someone must do an article on the different engine installations used on small-air-force Wals so the modeler can decide how to use his Huma kit.]

#3 May '93 (52 pages) "Le Macchi 200" 10 pages including 2 color photos, 9 b&w photos, color cover painting, 8 color side-view drawings, 2-page cutaway drawing, and one page of drawings of details. "Des Francais en Chine" 6 pages including 16 photos (Curtiss Hawk II, III, & 75M; SM-72; Douglas O-38; Breda 28; C-W Condor; DC-2; Ju-52; Vultee V-11; & Northrop 2-E). "L'Aviation Roumaine: 1910-1915" 5 pages including 11 photos (Bleriot, Farman, & Caudron). "Le Bloch 131" 8 pages including 8 photos, 2 color side-view drawings, 1/72-scale top- and bottom-view drawings. "Les F-104 Canadiens" 8 pages including 7 color photos and 10 b&w photos. "La RAF en France - 2eme Partie: Les Fairey Battle en Operations" 6 pages including 10 photos. "Le Macchi 200: La Maquette Atkins au 1/48eme" 4 pages including 6 color photos of model.

#4 June '93 (52 pages) "La ML-KNIL 1940-1942" 10 pages including 18 photos, color cover painting of Dutch Buffalos in action, 8 color side-view drawings (Fokker F-VII3m, Martin 139WH-2, Lockheed L212, Fokker C-X, Ryan STM-2, Curtiss H-75A-7, & Bucker Bu-131), and 2 color 3-view drawings (Martin 139WH-3A & Koolhoven FK-

51). "Les Caproni Ca-5 de l'US Navy" 4 pages including 8 photos. "Le Hanriot H-232: 1ere partie" 7 pages including 10 photos, 2 color side-view drawings, and a 2-page cutaway drawing. "La Macchi 200: 2eme partie" 11 pages including 2 color photos, 12 b&w photos, 4 color side-view drawings, 2 color 3-view drawings, and 1/72- & 1/48-scale 4-view drawings. "Des Francais en Chine" 7 pages including 19 photos (Vultee V-11 & Martin B-10). "Les F-104 Canadiens" 5 pages including 3 color photos and 9 b&w photos. "Le Buffalo de Matchbox au 1/72eme" 3 pages including 6 color photos of a magnificent model of Buffalo 'B-3114' carrying Dutch flag markings.

AIR ACTION (25 rue Georges Boisseau, 92110 Clichy, France. An English language edition is promised.)

#39 2/93 (52 pages) "La Guerre Aerienne en Yougoslavie: Chapitre 2" 10 pages including 15 color photos (old insignia: An-26, J-22 Orao, NJ-22 Trainer, Yak-40 Falcon, An-12; new insignia: MiG-MF, MiG-21R, Falcon, J-22 Orao, MiG-29, J-20 Kraguj, MiG-21UM, Gazelle/Partizan, & Super-Galeb). "A l'est du Nouveau: Mirage F1CT" 11 pages including 16 color photos. "Frelons des Chez les Cigognes" 8 pages including 17 color photos of French Mirages and Spanish Hornets. "Voyage entre Ciel & Enfer" 6 pages including 16 color photos of French Hercules in Sarajevo.

GREECE

NEA (IPMS-Greece, PO Box 79167, 175 05 Amfitea, Athens) 4 issues \$25.00 for first year, \$20.00 for next year. Includes English summary.

1/93 (32 pages) "F-104G/S: The Last Meeting" 4 pages including 6 photos of Greek and Italian Starfighters. "Greek Spitfires" 2 pages with 4 side-view drawings. "Hellenic Army Vehicles: Faun 25T" 9 pages including 13 photos, 1/35-scale drawings, and numerous sketches of details.

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

3/93 (98 pages) Color photos: Air Ukraine International Boeing B.737 'UR-Gaa'; Turkmenistan Boeing B.373; Colombian AF C-130H 'FAC 1004'. "Sulle Ali dell'Ibis" 5 pages on Italian air operations in Somalia; includes 7 color photos. "Chilean Helicopter for UN" one page including 4 color photos UH-1H in UN markings.

4/93 (98 pages) Color photos: Uzbekistan Il-62 (86579), Bieloruss Yak-40 (CCCP-88202), Russia An-12 (CCCP-11748 & RA-11344), and Russian Mi-26T (RA-06041) in Yugoslavia. "Arabian Stallion" 4 pages including 6 color photos of Italian AMX in Saudi Arabia. "L'Aviazione di Zagabria" 6 pages including 10 color photos (Croatian MiG-21, UTVA-75, Cessna 182, a camouflaged agricultural a/c (IAR-822?), and a twin-engine a/c (RC-BPX) of 'Croatia Airlines'). "La Legione Croata in Guerra" 6 pages including 5 color photos (Fiat G-50, Bu-131, Avia Fl.3, & S.79), one color side-view drawing (Bf-109G-14), and table of aircraft used by Croatia 1941-45.

5/93 (98 pages) "L'Ale in Mozambico" 3 pages including 4 color photos (a variety of a/c in 'NU' markings & a Mozambique An-26) "Hornet, un Ottimo Investimento" 6 pages including 11 color photos of Spanish Hornets. "La Nuova Aeroflot" 8 pages including 22 color photos and a table listing all the new air lines with country and types. "Le Armi de 'Carro del Diavolo'" 6 pages including 11 color photos of Polish Mi-24 Hinds. Color photos: UN Puma & Gazelle in Yugoslavia.

6/93 (98 pages) Color photos: Estonian Tu-154M 'CCCP-85740'; UN Sea King (RN) in Bosnia; UN Fokker F-27 'OY-CCN' (in unusual red finish) & 'Save the Children' Cessna Caravan 'V5-NCA' in Somalia; Turkish F-16 '87-0020'; and Singapore E-2C '012'. "Anteprima da Mosca" 8 pages including 16 color photos of new Russian civil a/c (TU-204 'CCCP-64006, Yak-112, Yak-58, Yak-46). "A Cavallo di un Siluro" 9 pages on Italian F-104 including 7 color photos and 2 color side-view drawings. "S.55 in Guerra" 6 pages on the SM S.55 in Brazil including 8 photos and one color side-view drawing '1-P-7'.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, Fonteinkruid 5, 3137 WL Vlaardingen.)

2/92 (36 pages) "De Firefly van de Koninklijke Marine" 14 pages including one color photo, 15 b&w photos, 8 side-view drawings of Fairey Fireflies in Dutch naval service. "De Lockheed L-1049G Super Constellation" 3 pages including side-view drawing of KLM a/c and sketches for the modeler. "Operation Granby: Modelling Update" 5 pages including 9 photos. "De F-21A Kfir in Dienst bij VMFT-401 Snipers" 10 pages including 3 photos, 4 pages of camouflage drawings, and 3 pages of drawings of details.

2/92 (36 pages) "Breguet SP-13A Atlantic Deel 1" 15 pages including one color photo, 9 b&w photos, 5 pages of drawings of details and 2 pages of drawings of camouflage. "Low-Vis Orion" 4 pages including 7 photos. "Van Me 109G tot G-12, enn Conversie" 5 pages on building a 2-seat 109 including templates for canopy and 8 side-view drawings (all Luftwaffe). "Char B1 bis Tank" 9 pages including 12 photos.

4/92 (36 pages) "Durch Flying Cabs!" 9 pages including 12 photos and 5 side-view drawings of Grumman Hellcats in RN markings (flown by Dutch pilots?). "De Harvard Canopies" 5 pages including 2 photos (Dutch & SAAF) and 7 side-view drawings showing the various types of canopies carried by Harvards. "De Laatste Vlucht" 5 pages including 5 photos and sketches of MiG-29 '604' in East German insignia. "Fitter deel 3" 5 pages including 7 photos and 3-view drawing of Soviet Su-7 IG (swing wing) Fitter B. "Delta op z'n Israëlsch" 4 pages including scale drawings of Mirage IIIC, IIIB, and IIICR.

POLAND

AERO TECHNIKA LOTNICZA (Bartycka 20, 00-716 Warszawa 36. 12 issues US \$32.00.)

2/93 (44 pages) "North American P-51 Mustang" 18 pages including 14 color photos, 9 b&w photos, 4 pages of 1/72-scale drawings, 2-page cutaway drawing, one page of sketches of interior details, and 5 tone & 2 color side-view drawings. "SBLim-2Art i SBLim-2M" 2 pages including 4 color photos and a page of scale drawings on a camouflaged Polish MiG-15UTI red '8020'. "PZL-130TB Turbo Orlik" one page including 3-view drawing.

3/93 (44 pages) "Bell 206 Jet Ranger / OH-58 Kiowa" 21 pages including 16 color photos, 15 b&w photos, 2-page cutaway drawing, 10 1/72-scale side-view drawings of variants, and 1/48-scale 4-view drawing of Bell 206B. "Samoloty z Lend-Lease" 4 pages including 8 photos and 3 tables on a/c sent to the USSR in WWII. Photos: RWD-10 'SP-BLK' & 'SP-BLN'.

4/93 (44 pages) "Junkers Ju 188" 9 pages including 9 photos, 2-page 1/72-scale drawing of Ju 188E-1, and 2-page cutaway drawing. "Tajlandzkie Muzeum" 2 pages with 12 color photos of a/c in Thai AF Museum. Color photos: Polish Mi-24D and

5/93 (44 pages). "PZL I-22 Iryda" 2 color photos of 'SP-PWE' in camouflage. "Godlo 37 Pułku Smiglowcow Transportowych" 3 color photos (unit badge, Mi-8, & Mi-6A). "F-105 Thunderchief" 15 pages including 10 photos, 6 side-view drawings of variants, a 4-page 1/72-scale 6-view drawing, 2 side-view drawings (USAF), and color cover painting of 'Polish Glider'. "Lot na Stavanger" 4 pages on Hurricanes mission to Norway including 4 photos. "Avia B-33 w Lotnictwie Marynarki Wojennej" one page including 4 photos of Il-10 in Polish Naval service. "Bf-109G-6/Y" 2 pages with 15 color photos of a/c in a Finnish museum. "JD-2" one page with 2 photos of 'SP-ACA'. "Krakow Museum" one page with 2 color photos (Curtiss Hawk II & Macchi M-15.

FANATYK PLASTIKU (Marek Bronkowski, Słowackiego 4, Sandomierz.)
 9/92 (32 pages) "Smiglowce w Zatoce" 8 pages including 18 side-view drawings of helicopters in ~ Gulf (one Egyptian Mi-8 and Kuwaiti Gazelle).
 "Indyjskie Iskry" 4 pages of stenciling carried on Indian TS-11 Iskra. "Fokker D.XXI" 2 pages of 1/72-scale drawings (lots of details, but no markings). "Finnish Hurricane" one-page 4-view drawings of 'HC456'.

USA

Chine Lines (IPMS Seaplane SIG, c/o Bill Devins, 107 Troy Hills Rd., Whippany, NJ 07981. \$8.00 for 4 issues).

#4 Spring '93 (16 pages) "The Sikorsky S-42, the Short S.23, and the Origins of Transatlantic Civil Aviation" 5 pages including 2 'Production

Summary' tables. "Small Scale Big 'Boats" a 2-page review of the 1/14 = scale vacuform kits of the S-42 and S.23. "Short Empire 'Boats in Profile" one page with side-view drawings. "The Shipboard Luftwaffe: An Introduction" 2 pages including side-view drawings (He-60C, He-114A, FW-62, & Ar-196A) and a table of 'Luftwaffe Shipboard Seaplane Assignments' (including a Vought Corsair on the Koln). "Avro 522B" 1/2-page 3-view drawing.

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 25.00 USA or \$30 overseas).

#140 (146 pages) "The Wright Stuff IVb" 6 pages including 12 photos of Model B. "Burgess: Part XII" 6 pages including 6 photos and 3-view drawings of the Primary Training Tractor Type B.P. and the Twin-Motor Seaplane. "Rosamonde" 10 pages including 8 pages and a 2-page scale drawings of first a/c designed and built in China. "Four Halberstadts" 17 pages including 26 photos and a 2-page scale drawings of restored a/c. "Russian A/C Skis" 5 pages of drawings. "Engines" 28 pages of photos and tables on engines. "Cockpits/ Instruments" 12 pages of photos.

#141 (146 pages) "RAF SE-1" 12 pages including 13 photos and 3 scale drawings. "RAAF DH-9a" 10 pages including 4 photos. "Airship Sheds" 13 pages including 12 photos, map, and a 2-page scale drawings of 'L 30'. "Some Thoughts on the Taube" 5 pages including 8 photos and 2-view drawing. "Cockpit/ Instruments" 7 pages with 16 photos, many sketches, and a 3-view drawing of the Linke-Hofmann R.II. "Propellers" 5 pages with 3 photos and many drawings. "Drawings" 3-view drawings of Schutte-Lanz D.III, AEG D.I, Freidrichshafen D.I, Aviatik D.VI, Warchalowski 1910-11, Voisin 1908-09, & Sopwith Bat Boat.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30.00 overseas.).

#26 (84 pages) "Instrument Panels 1935" 16 pages including 8 photos of a/c, 23 photos of panels, and 12 small 3-view drawings. "Utility Squadron Five SU's" 4 pages with 5 photos. "Bulgarian Aircraft" 4 pages with 16 photos (not all Bulgarian a/c and many not identified). "Stinson R" 4 pages including 14 photos. "RAAF Bristol Bulldog" 10 pages including authoritative text and 9 photos. "Little Rocket Revisited" 8 pages including 14 photos. "Levasseur PL 7" 2 pages including 4 photos. "Early Army Ambulance Planes" 2 pages with 7 photos. "Savoia Marchetti S.81" a 5-page "construction" drawing. "Cockpits: P-35A Follow-UP with AT-12" 2 pages with 4 photos of cockpit interiors.

#27 (84 pages) "Buhl Bull Pup" 6 pages including 15 photos and scale 3-view drawing. "Szekely Aircraft and Engine Company" 6 pages including one photo and many drawings of engines. "Reconnaissance Plane R-3" 20 pages including 7 photos, 2 pages of detailed scale drawings, and 8 pages of construction-detail drawings of ANT-3. "Caddo Revisted" 8 pages with 22 photos of a/c used in filming "Hell's Angles". "Airliners in the Hinterland" 5 pages with 14 photos of a/c at Fargo, North Dakota, 1934-36. "Berliner-Joyce Navy Fighters" 5 pages 12 photos. "Liore et Olivier H.43" 4 pages including 4 photo and 3-view drawing. "San Diego Aerospace Museum Ford" 2 pages including 2 photos. "Early Japanese Imports" 2 pages including 4 photos (Sopwith Pup, Nieuport 29C1, Farman F.60, & Junkers F.6). "Army Ambulance Planes Follow-Up" 2 pages with 6 photos. "Cockpits: Lockheed Orion 9B" 2 pages with 2 photos. Letter section includes identification of many of the "Bulgarian" a/c in the photos from the last issue.

[illegible]

Hungarian Bf-109, 1/72- & 1/48-scale, dry decals.
H.A.D. (Hungarian Armour Decals).

From Peter Mujzer (co-author of the book *HORRIDO*) in Hungary comes two sheets of dry decals with markings for Hungarian Bf-109s. The two sheets are identical except for scale, the 1/48-scale sheet measures 21 cm by 17.5 cm and the 1/72-scale sheet is 21 cm by 12.5 cm.

Aircraft covered are Bf-109F and G on the Russian front during 1943. All aircraft carry Hungarian markings with some interesting variations: One has Luftwaffe crosses and the Hungarian red-white-green stripes on the horizontal and vertical tail surfaces. The rest all carry the Hungarian white-cross-on-black-square insignia and tri-color tail stripes except one has camouflaged tail surfaces and one has an all green tail surface (explained as the first step of applying Hungarian colors - but don't we all know that you're suppose to start with the lightest color?).

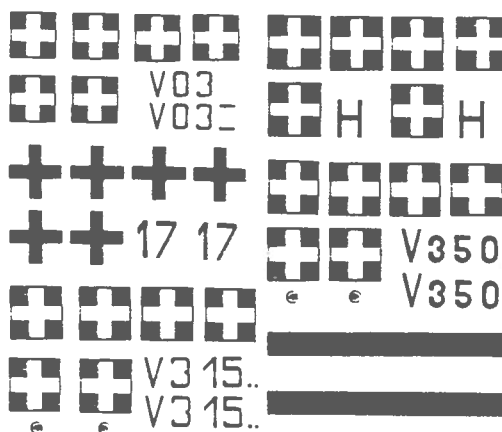
The sheets provide sufficient marking, including unit insignia (Puma Squadron) and Luftwaffe crosses, to do all 5 a/c, except for the tail stripes. IN any case, you'll probably want to paint the tail stripes, but for historical accuracy, remember to start with the green.

These decals are well printed with perfect registration, sharp details, and dense colors. I haven't tried to apply them, but I suspect, as with most dry decals, they'll go on without any trouble.

The next set from HAD will be for Hungarian FW-190Fs.

[Editor's note: Only one copy of each sheet was

received. I've already purchased the 1/72 sheet for myself, but the 1/48 sheet is available on a first-come, first-served basis for \$7.00. However, I have already asked for more Bf-109 sets and for the FW-190 when it is available. If you're interested in either of these sheets, send the money (\$4.00 for 1/72 and \$7.00 for 1/48) and I'll put these on back order for you. Also, Peter Mijzer asked if there are any Hungarian subjects SAFO readers would like to see done by HAD. Let me know of any suggestions you might have.]



MiG-23, 1/72-scale decals, HI-DECAL 72-015.

This, the fifteenth in their Gulf-War Series, covers Floggers from six countries: Iraq, Syria, Israel, Germany, the Soviet Union, and Poland. Of special interest is a Syrian machine whose pilot defected to Israel; the aircraft carries the Syrian flag on the vertical fin and Israeli Stars of David on the wings and fuselage.

As usual on a HI-DECAL sheet, full stenciling is provided for one aircraft and the large A-3 instruction sheet provides colors references to Humbrol, Testor Model Master, and FS595. The instructions also give full details for the weapons arrangement for each aircraft and 1/72-scale drawings for modifying the vertical fin to the Flogger G/K versions.

Wojciech Butrycz (SAFCH #981), ul. Aleksandry
25m.167, 30-837 Krakow, Poland.

"In the review of the Travers decals (SAFO #65) there was mention of a "Bell UH-1 Iroquois 'Aggressor' with USSR stars". This was not an 'aggressor' aircraft. This helicopter was captured in Vietnam and sent to the USSR for evaluation.

"Travers now produces a sheet of decals for the Il-2 which is approximately twice as big as those from the Yak fighters. This sheet provided many camouflage variants, inscriptions, and emblems in excellent quality."

Dmitry Shevchuk (SAFCH #1308), Kosmonautikas 13-68, LV-1080 Riga, Latvia.

AIR SQUADRON ARMED FORCES OF MALTA

Charles Stafrace

[Author's note: What must be one of the smallest air forces in the world - that of Malta - has been in operation for 21 years, during which period it has been called upon to carry out various civic and public order tasks, the duties for which it had in fact been designed.]

I have had articles on the history and operations of the Air Squadron published in the January 1993 issue of AIR FORCES MONTHLY and in the December 1992 issue of AIR ACTION. Other articles by colleagues have also appeared in the July 1981 and August 1988 issues of AIR INTERNATIONAL and in the 1983/84 issue of the LUQA YEAR BOOK.

In the present article I will concentrating on the colors and markings for each helicopter and aircraft of the Air Squadron after giving a brief history of the unit for the benefit of those for whom the above publications are not available.]

HISTORY

The Helicopter Flight, Malta Land Force, was established in May 1972 with the arrival of three August-Bell AB-47G-2 and an identical Bell 47G-2 which were donated by the West German Government. The German program also included training for ground crew and pilots, and soon the helicopters, flown by Maltese personnel, were carrying out much-needed tasks. In June 1973, a single Agusta-Bell AB-206A was presented by the Libyan Government. For several years, these five craft were the only equipment of the Helicopter Flight and they carried no markings except for civil registrations. In April 1973, the reorganization of the army brought about a change in name when the Flight came under the responsibility of the First Regiment, Armed Forces of Malta (AFM). A roundel incorporating the white number '1' (for First Regiment) and divided horizontally into the regimental colors of red (upper) and blue (Fig. A) was applied to the helicopters, which by then were operating in coordination with an Agusta-Bell AB-204B of a resident Italian Military Mission and, from 1978 onward, with a Libyan military rescue unit which was quipped with a SA-321 Super Frelon and three SA-316A Alouette IIIs. It must be emphasized here that at no time did the Italian AB-204B or the Libyan Super Frelons and Alouettes operate with Maltese markings.

In April 1980, the Helicopter Flight was transferred to the newly established Malta Task Force, separate from the AFM, and a new roundel was adopted (Fig. B). This consisted of the black letters 'TF' (for Task Force) on a horizontally-divided white/red disc. This remained in use until May 1988 when the Task Force was disbanded and the Flight reverted back to the First Regiment, AFM and the previous roundel was restored to use. By this time, an unofficial fin flash (Fig. C) consisting of the red/white Maltese national flag was being carried by the Jet-Ranger and another non-obligatory marking - the AFM crest (Fig. D) - was painted on the cabin door of the JetRanger and on the fuel tanks of the 47G-2s. This crest consisted of a red shield with gold outline, tower, and scroll, the latter with black lettering.

In January 1992, a Government Order proclaimed a new national marking for military aircraft; a roundel of red and white circles (diameter proportions 8:16) with a George Cross in black/white outlined in red in the center (Fig. E). The instruc-

tions also required a fin flash of two equal vertical stripes of red and white (height/width proportions 3:3) with a George Cross on top of the white portion (Fig. F). [The George Cross is a coveted British decoration awarded to the entire Maltese population for Malta's defensive role in the Second World War.]

An expansion of the Helicopter Flight occurred in February 1992 when five ex-Italian Army (and ex-US Army) Cessna O-1E Bird Dogs were donated by the Italian Government. The presence of these first fixed-wing types justified the upgrading and renaming of the Flight as the Air Squadron, AFM, under the responsibility of the Second Regiment. The following June the Italian again were instrumental in expanding the unit with the presentation of two ex-Guardia di Finanza (Customs Department) Nardi-Hughes 369HM helicopters.

Back in 1980, a political dispute between Malta and Libya had resulted in the latter being asked to withdraw its rescue unit from the Island. In their haste to depart, the Libyans left behind three partially-dismantled Alouette IIIs. In August 1992, the Maltese Government decided to refurbish these helicopters so that they could be put to useful service. The Alouette IIIs have now become an important component of the Air Squadron, particularly because of their SAR capabilities.

COLORS AND MARKINGS

Expect for the Bird Dogs, which have until now retained their Italian Army green/brown camouflage, Air Squadron aircraft have settled for a gloss green/white scheme. It is anticipated that the Bird Dogs will be re-sprayed in these colors in the near future.

Bell/August-Bell 47G-2

9H-AAE	AB 47G-2	c/n 225	ex-WGAF74+02	ex AS+392
9H-AAF		c/n 260	74+18	ex AS+060
9H-AAG		c/n 262	74+20	ex AS+377
9H-AAH	Bell 47G-2	c/n 1991	74+35	ex AS+394

These four helicopters were delivered with yellow cabins, black frame and orange fuel tanks; the only identification was a small c/n on the vertical stabilizer. Since they are the longest serving type in the Air Squadron, the 47G-2s have successively carried First Regiment, Task Force, First Regiment again, and finally Air Squadron markings. In Maltese service these four helicopters have always had white cabins and cabin framing, dark green boom frame and skid undercarriage, black registration numbers and orange tail skit loop and straight tubing on top of boom frame. However, the colors of their fuel tanks, tailplanes, tail rotor, and nose code letter have varied and three have, at one time or other, been equipped with floats. The main rotors are usually painted medium grey on top and black underneath, while the whip aerial is yellow.

Figure G: Agusta-Bell AB-47G-2, 9H-AAF, First Regiment, AFM, 1975. Tail rotor with 2 red bands, code letter 'F' on front of bubble canopy, fuel tanks, and stabilizers are all white. Note the early shape of rear rotor blades. First Regiment roundel on cabin sides.

Figure H: Bell 47G-2, 9H-AAH, Task Force. Tail skid loop, top of fuel tanks, and lower part of shaft are orange. Tail rotor

blades with 2 red bands and code letter 'H' on front of bubble canopy are white. Lower half of fuel tanks and code letter 'H' on underside of cabin are black. Danger sign on white tubing at rear is red. Task Force roundels on cabin sides.

Figure I: Agusta-Bell AB-47G-2, 9H-AAG, Air Squadron, 1992. Tail rotor blades are white with six black bands. Fuel tank, lower part of shaft, code letter 'G' on front of bubble canopy, and ends of horizontal stabilizer and fins are orange. Danger sign and arrow on white tubing at rear are red. Air Squadron roundels on cabin sides and on top and below horizontal stabilizers. Non-standard fin flash on vertical stabilizer, AFM crest on fuel tanks.

Figure J: Top surface of horizontal stabilizer of Fig. I. The undersurfaces are identical.

Figure K: Agusta-Bell AB-47G-2, 9H-AAE, First Regiment, AFM 1975, equipped with flotation gear. Tail rotor blades with 2 red bands and code letter 'E' on front of bubble canopy are white. Fuel tanks are orange while flotation gear is black with yellow lettering. First Regiment roundels on cabin sides.

Agusta-Bell AB-206A JetRanger

Figure L: AB-206A, 9H-AAJ in Task Force markings, 1980 in gloss green and white scheme. Skid undercarriage, antiglare panel and rear tip of boom are orange. Tail rotor blades are red/white and the main rotor blades are black above and grey below. Task Force roundels on cabin. Aircraft may have been similarly finished in First Regiment (1973) markings except for the roundels. In both 'TF' and '1' markings, undercarriage may have been left in white.

Figure M: Front view of Fig. L showing c/n 8185 in white on green band.

Figure N: AB-206A in the post-1988 green/white scheme, with black antiglare panel (without c/n), white undercarriage of the longer and slimmer type, black/white tail rotor blades, non-standard fin flashes on both sides of the vertical top stabilizer, and AFM crest on cabin door on both sides. Air Squadron roundels applied from 1992 onwards, but same scheme had been applied while in First Regiment markings 1988-1992 - differing only in the roundel. Note that the danger sign and arrow are in white on a red panel on the boom.

Cessna O-1E Bird Dog

9H-ACA	ex-Italian Army	E.I.-34/MM.2822	ex-US Army
9H-ACB		E.I.-02/MM.2983	61-2983
9H-ACC		E.I.25/MM.2986	61-2986
9H-ACD		E.I.-26/MM.2990	61-2990
9H-ACD		E.I.-12/MM.2882	61-12281

The Bird Dogs have, until now, carried only one scheme of dark green/dark earth upper surfaces and light blue grey undersurfaces (Italian Army colors). Registrations are in black on fuselage sides only. US serials in white on the rear of the fuselage below tailplane. Top camouflage overlaps on wing leading edges. Roundels in six positions, standard fin flashes on fin. Black antiglare panel, silver wheel hubs, and black propeller with yellow tips. All five aircraft carry the same pattern of camouflage with very minor variations. 9H-ACB has had a crash-landing accident and it is not known whether it will be

repaired or kept for spares. (Note: Roundels and US serials in the drawings have been inked in black for clarity.)

Nardi-Hughes 369HM

9H-ABY	ex Guardia di Finanza	MM.80848/GdiF 49
9H-ABZ		MM.80854/GdiF 55

The 369HM's introduction into Air Squadron service was fairly recent and the two craft have carried only one scheme. Both aircraft are identical except, of course, for the registration number. They are finished in a gloss green/white scheme with black registrations and orange lower ventral stabilizer and front cockpit panel. Danger and arrow sign on boom are in red. Air Cruisers Co. floats are black with yellow lettering and marks.

Figure T: Nardi-Hughes 369HM, 9H-ABY, 1992.

Figure U: Starboard view of stabilizer assembly. Note Nardi motif in black which is on both sides of stabilizer.

Fig. V: Front view showing black code letter 'Y' on orange panel.

Aerospatiale SA-316B Alouette III

9H-AAV	ex LC-2288	entered service December 1992
9H-AAW	ex LC-2295	"
9H-AAX	ex LC-2315	to enter service July 1993

Figure W: Gloss green top and bottom of cabin and upper surface of tail boom. Middle areas are white, as are all window framing and entire stabilizer assembly. Front of unglazed areas of cabin, tail skid loop and extreme end of the boom are orange. Tail rotor blades are striped yellow/orange. Exhaust panels are also painted green. Air Squadron roundels on cabin sides and official fin flashes on vertical stabilizer. Registration and code letter 'W' on orange area on nose are black, as is the wording 'SA316B No.2295' near roundel and on nose.

Figure X: Front view of Fig. W.

Special tanks to Maj. J. Smith, Commanding Officer of the Air Squadron, Armed Forces of Malta, for enabling this detailed report to be made.

PHOTO CAPTIONS

Photos on page 70 (All photos via author)

a. Cessna O-1E Bird Dog 9H-ACD, ex E.I.-26/MM.2990 of the Aviazione Leggera Esercito (Italian Army Air Corps). It is one of five currently in service with the mini-air force of Malta.

b. The red/white fin flash of the Malta Air Squadron as it appears on the Bird Dogs. Note George Cross on top of the white portion.

c. Agusta-Bell AB-206A JetRanger 9H-AAJ. Only one JetRanger is operated by the Maltese military air arm.

d. 9H-ABY is one of two Nardi-Hughes NH-369HM in service with the Air Squadron of the Armed Forces of Malta. The other is 9H-ABZ and both are equipped with floats for off-shore patrol.

e. Bell 47G-2 9H-AAH in 1988, still carrying the old style Task Force roundel.

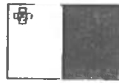
Charles Stafrace (SAFCH #886), "L-Gharix", Emm. Attard Street, St. Venera, Malta.



(A)



(B)



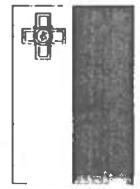
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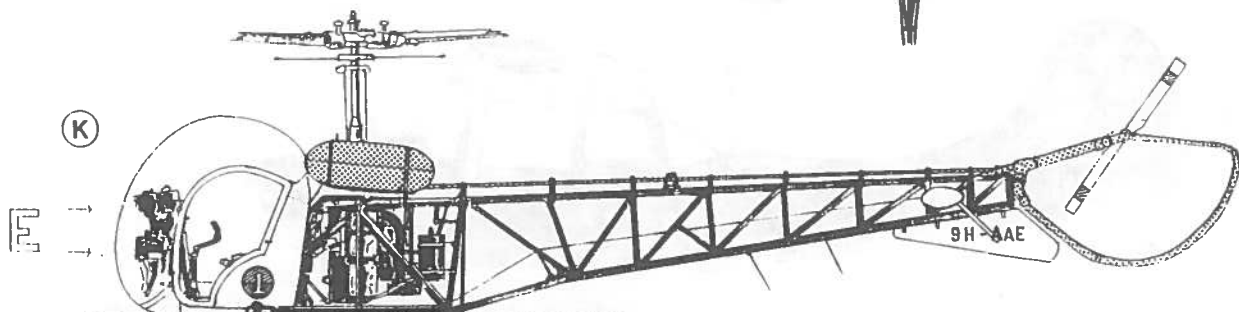
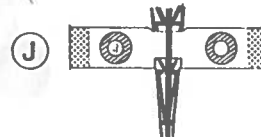
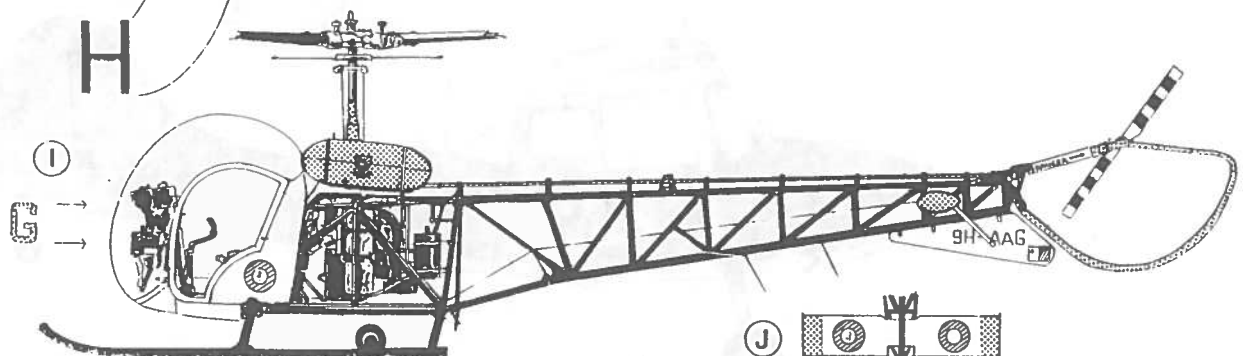
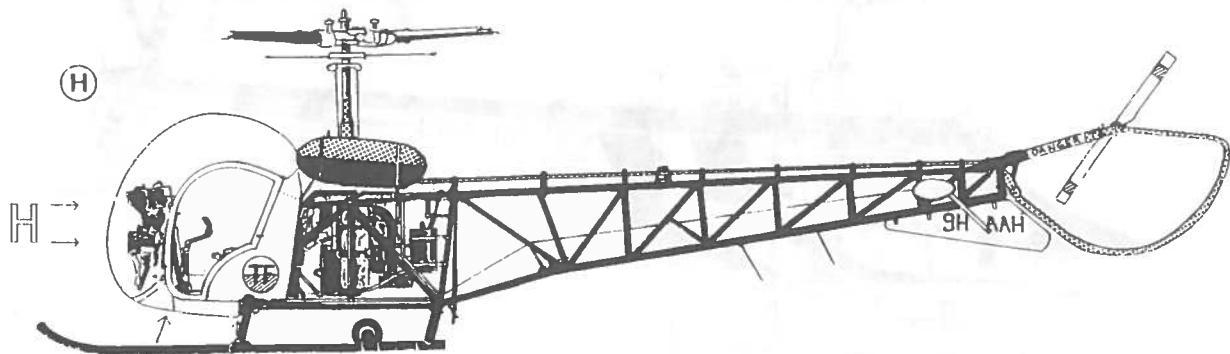
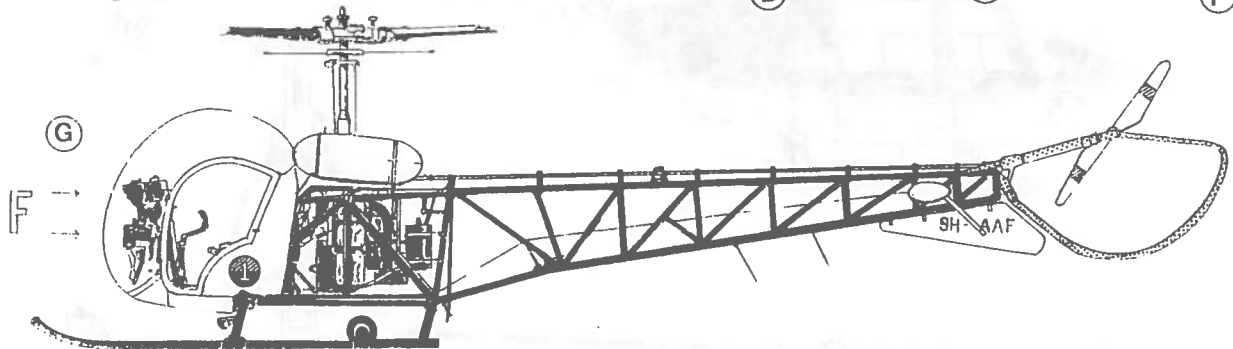
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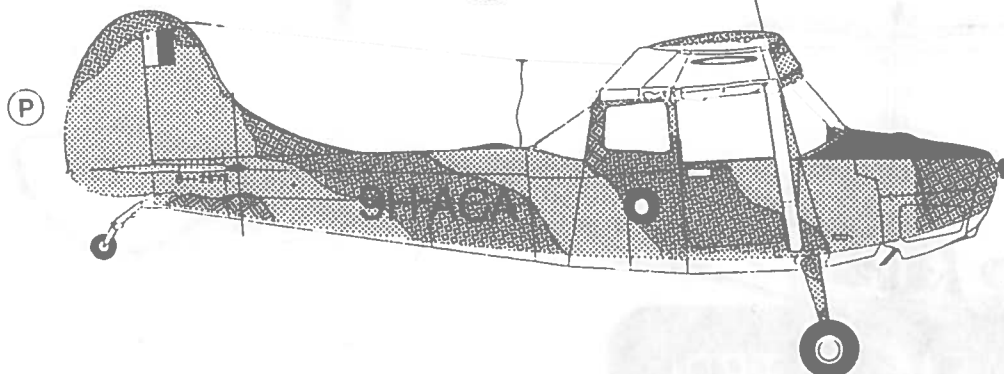
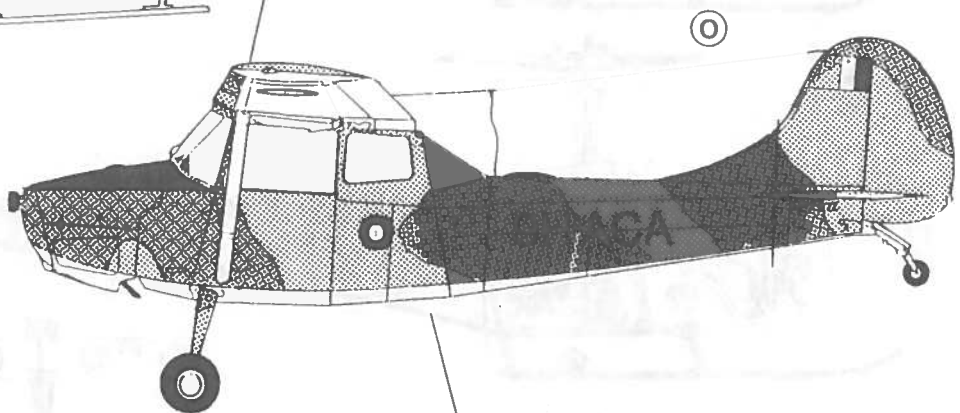
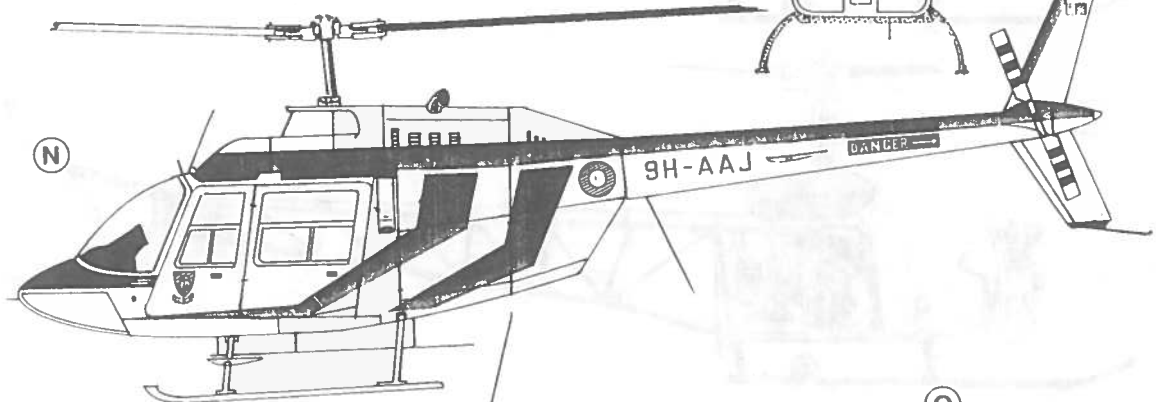
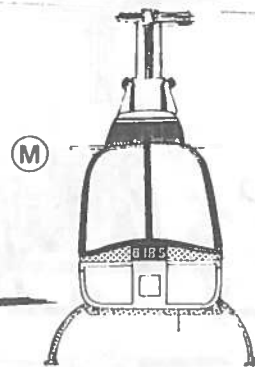
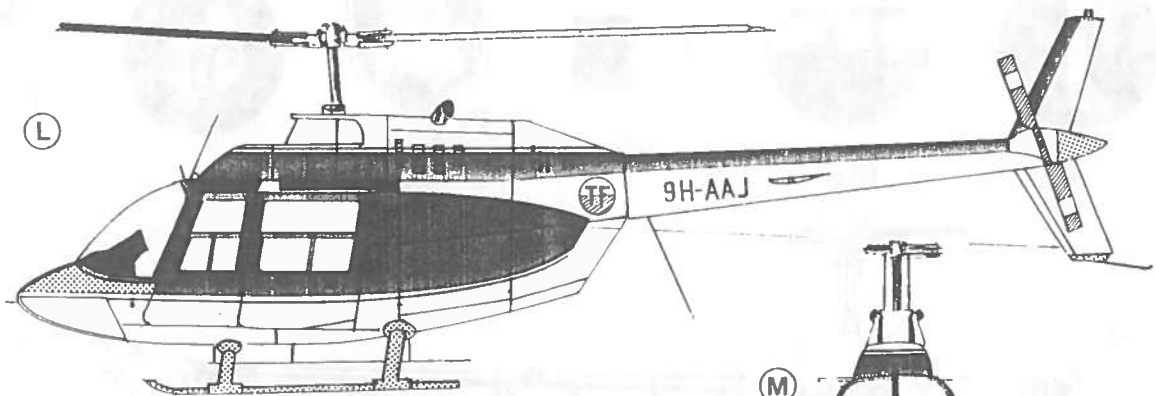
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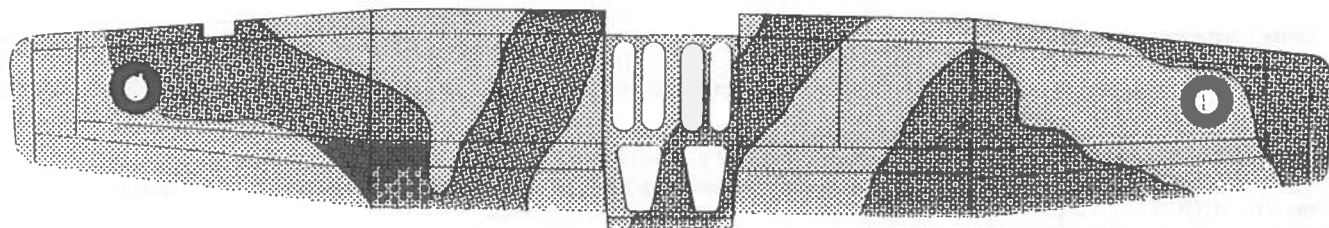


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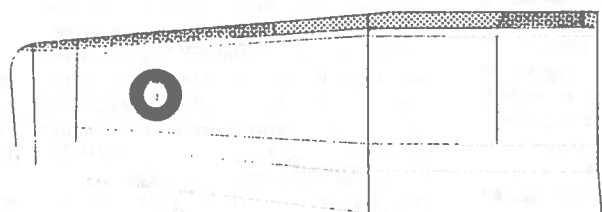
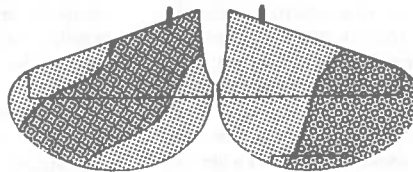
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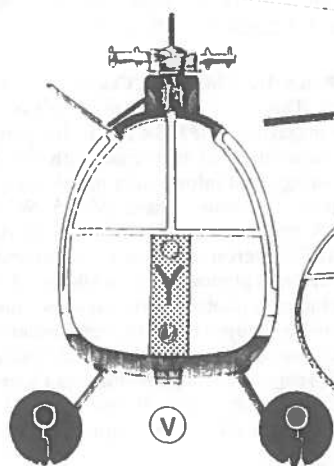


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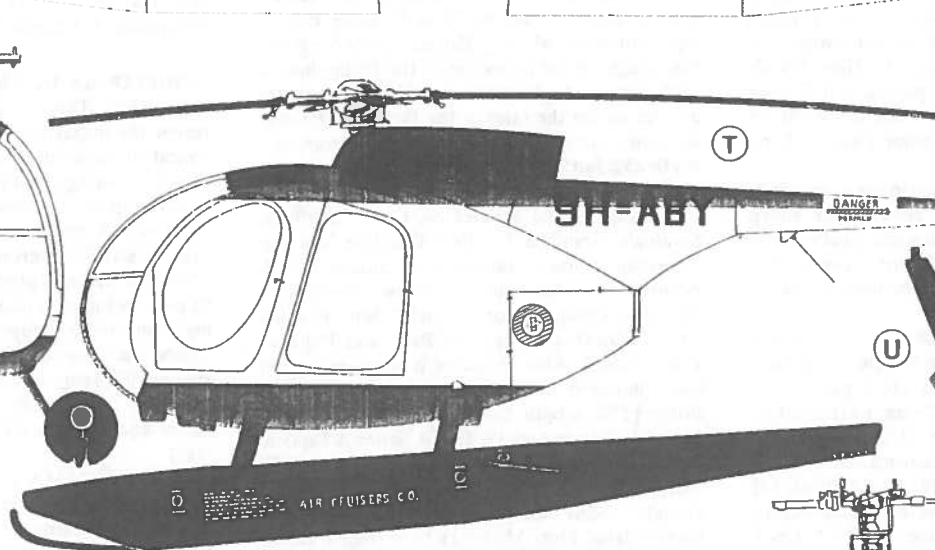
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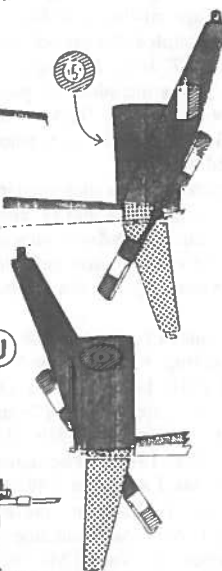
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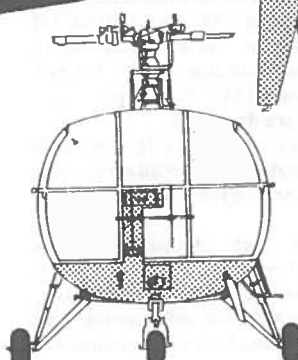
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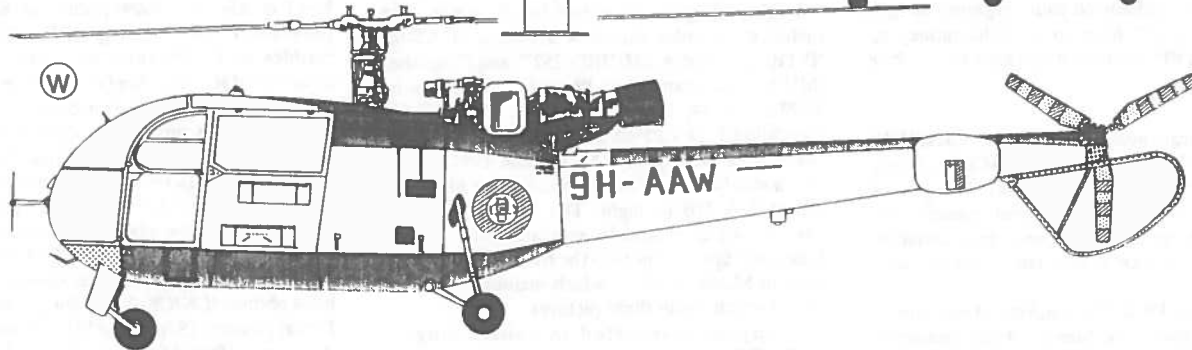
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AVIONS, Toute l'Aéronautique et son Histoire, Sarl Lela Presse, 39 Rue A. Briand, 62200 Boulogne Mer. 270 FF for 12 issues to Europe. For delivery elsewhere, contact the above address.

Michel Ledet (SAFCH #602) has just launched a new French aviation magazine **AVIONS** which not only equals the quality of the prestigious French **AIR FAN** and **AIR ACTION**, but, if the first issue is any indication, will be much more interesting for SAF enthusiasts. The subtitle tells the difference. The premiere issue (March 1993) immediately catches your attention with its excellent cover painting of a French Dewoitine 520 being prepared for action on an emergency landing field somewhere in France during May 1940 while two other D-520's, one trailing smoke, come in for a landing. This painting introduces the first article, "Le Dewoitine D520 pendant la Bataille de France (8 pages including 18 photos including two vintage color photos). Other articles in this issue are: "Les Caproni/CEP de Bombardement Lourd en 14-18" (7 pages including 11 photos); "Le Morane Saulnier MS 760 Paris I et II: 1ere partie" (11 pages including 3 b&w photos, 26 color photos, a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings); "Le Kaproni-Bolgarski KB-11 Fazan" (7 pages including 9 photos, 4 color side-view drawings, and 2 pages of 1/72-scale drawings); "Le Henschel Hs 129" (11 pages including 21 photos and 5 color side-view drawings); "L'Avia 135 de MPM au 1/48e" (3 pages including 6 color photos of the completed model).

All this information is contained in a very attractive package: high gloss paper ensures the sharp reproduction of the b&w photos and excellent rendition of the color photos and color drawings. The 1/72-scale drawings by Iulian Robanescu are excellent.

The announced content of the next two issues is equally exciting. #2: L'aviation Navale Yougoslave en Avril 1941, Le Bloch 131 (1ere partie); Le Morane Saulnier Paris (2eme partie); Les Nieuport Polonais en 1919-1920; La RAF en France en 1939-1940: Les Squadrons de Battle; Le Hurricane Mk I Airfix au 1/49. #3: Le Bloch 131 (suite et fin); La RAF en France: Les Squadrons de Battle; L'Aviation Roumaine 1910-1915; Les F 104 Canadiens; Le Macchi MC200 (1ere partie); Le MC200 au 1/48 en Vacu de Arkins.

This is quite a heady mixture and if they can keep it up, **AVIONS** will make you forget all about those other French magazines. By the way, what are their names?

[Editor's note: Five issues of this outstanding magazine have now been received (see abstracts) and I can not recommend it too highly. The color drawings, the photographs, the scale drawings, and the exotic subjects is a small-air-force enthusiast's dream. If you've exhausted your magazine budget for this year, you'll have to find the money to subscribe to **AVIONS** even if you have to sell your grandmother.]

A new Mexican aviation magazine, **AMERICA VUELA, LA REVISTA DE LA AVIACION**, began publishing in September of last year. The goal of the magazine is to present the "past, present, and future of commercial, military, and private aviation in Mexico". However, it also covers all of Latin America.

#1, September 1992: "Sesquiplano Azacate" 5 pages with 6 photos of Mexican-built Azacate aircraft with side-view drawings of OE-1, E-2 Sport, & Azacate E Escuela. A biography of

Capt. P.A. Hose Luis Velancia Villaseñor, former air force and commercial pilot. The remainder of the issue covers the Cessna 182 NOTAR in Mexico and other subjects.

#2, October 1992: "Conquistador del Cielo" 6 pages with 4 photos of Francisco Sarabia's Granville Brother QED aircraft. "Sea Tezuitlan" 2 pages with one photo, a 3-view drawing, and a color side-view drawing of the EPT-1 primary trainer. A biography of Capt. P.A. Betha Zeron, Mexico's famous female pilot. The remainder of the magazine covers the NA Sabreliner, Gulfstream IV, and Lancair aircraft.

#3, November 1992: "Bellanca 28-90B Flash in the Mexican Air Force" 4 pages with 3 photos, a 3-view drawing, and one color plate. "Air Combat in Latin America" 3 pages with 3 photos covering the period from the Mexican Revolution to the Falklands War. "CAT (Corporacion Aeronautica de Transportes) Airlines 1929-1931" 5 pages with map, 12 photos, and 3-view drawings of aircraft operated by CAT (Lockheed Vega 5B, Bellanca P200 Airbus, & Ryan Brougham B5). Biography of Capt. P.A. Amadeo Castro Almanza, veteran of the 201st MEAF. (I've been informed that issue #5 will be dedicated to the 201st Mexican Fighter Squadron of the Mexican Expeditionary Air Force that fought in the liberation of the Philippines in 1945. See also Air Enthusiast #45.) The remainder articles are on the sales of the Boeing 757, simulated air combat, and the weapons of air combat.

#4 Dec 92/Jan 93: This issue is dedicated to a recap of the articles published during past year with short summaries of the articles on C.A.T. Airlines, Sarabia's Granville Brothers Gee-Bee, and the Tezuitlan primary trainers built during WWII. Artwork includes color side-view drawings of Sarabia's "Conquistador del Cielo", Sea Tezuitlan EPT-1, Lockheed Vega NC-2846, and Bellanca Flash 28-90B. Also including is a calendar with b&w photos of historic a/c of the Mexican Air Force [TNCA-built Bleriot monoplane, TNCA Series A Biplane 6-A-19, TNCA Series A Biplane 14-A-27, TNCA Series E Monoplane 2-E-98 'Sonora', TNCA Series E parasol fighter 3-E-130, Douglas O-2M No. 17, Azcarate Corsair No. 5, Consolidated Fleet Model 11 (3 in flight), North American AT-6B 1942, Beechcraft AT-11 Kansas bomber (4 in flight), Republic P-47D-35-RA PZT-1003 (Esc. 201), and line-up of De Havilland Vampire Mk.III fighters (Esc. 200)].

#5 Feb/Mar 92: This issue contains a good-sized article on Mexican pilots in the Spanish Civil War, the Mexican volunteers who fought with the Allied air forces (RAF, RCAF, & USAAF), and flying anti-submarine patrols in the Gulf of Mexico and the Pacific. Included is a full-page color painting of the attack on U-129 on 5 July 1942 showing two AT-6Bs pulling out after their bombing run. Also included are color side-view drawings of AT-6B 'B-110', Douglas A-24B 'BID-2527', and Kingfisher 'MV-03' (Mexican Navy). Photos include Corsairs V-99M Nos. 44, 35, 39, & 34; Beech AT-7, AT-6B, Fairchild PT-19 'EPF-05'; Fairchild UC-61; Spitfire Mk-9b's of 443 Sqd. RCAF in June 1944, one of which was flown by a Mexican volunteer pilot; and Douglas A-24B in flight. The 'Aircraft Built in Mexico' series continues with an article on the Lascruain Sport Bimotor - the first twin engine a/c built in Mexico (1939) - which includes 5 photos, two of which are in flight pictures.

For anyone interested in subscribing to **AMERICA VUELA**, the yearly rate in Mexico is 120 new pesos. For US and overseas rates, write to:

AMERICA VUELA, Tepeji 73-A, Colonia Roma 06760, Mexico D.F., MEXICO. Tel: 546-99-31, 264-88-45, 264-48-66, and 264-66-44. FAX: 546-82-17. The Director of the magazine is Sr. Hector Davila Cornejo.

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910.

"I had a chance to meet Carlos Ay and his wife last week and we had a very good visit and interchange. You will be pleased to know that **LAW (Latin American Wings)** is alive and well again. I have undertaken to be **LAW's** supporter by reserving several issues for interested parties in the U.S. and elsewhere. I now have six copies of Vol. 5, No.1 (May-Aug 1992) and they can be had for \$3.00 each. Carlos will send extra copies to me each time. They are hoping to publish three or four issues a year, but have decided on this means of circulation outside Argentina because of the enormous problems they encountered previously in collecting subscriptions in so many currencies. I hope that the **SAFO** readership will support this undertaking. Of course, the magazine is in Spanish.

Dan Hagedorn (SAFCH #394), PO Box 682, Centerville, VA 22020-0682 USA.

MODELOGRAMA, IPMS Chile, Casilla 2174, Santiago, Chile. This is the first chance I've had to review the magazine of IPMS-CHILE. It's pretty typical of national IPMS magazines with lots of photos, drawings, and information mainly on national subjects. The issue at hand (Vol. 5, No. 8) consists of 20 pages bound in a sturdy cover. Articles of SAFCH interest cover the T-6 in Paraguay (2 pages including 4 photos), Chilean Sikorsky S-55 (2 page including 5 photos and a side-view drawing), Chilean Navy Super Puma (2 pages including 3 photos and one side-view drawing), and Chilean Boeing 707 (4 pages including 5 photos and a 3-view drawing). Other articles include one on the Ju-52/3m and Douglas DC-4/C-54 (with scale drawings).

MODELOGRAMA is a competently produced IPMS magazine that should, over the years, provide lots of unique information on Chilean military aviation.

"I have some information on the magazine **AC** mentioned on page 116 of **SAFO** #64: This is a quarterly printed in Russia. I have issues 4/90, 1/91, and 2/91. There contents are: 4/90 'Petlyakov Pe-2' profile drawings of 6 versions, 2 color profiles, 6 b&w photos; 'Curtiss P-40' 9 b&w photo, 8 color profiles (one two-seater), 5 profile drawings of versions used by Soviets, and a 4-view color drawing of P-40E with a Soviet M-105 engine; 'Kawasaki Ki-61 & Ki-100' 2 b&w photos of Ki-61, 3 b&w photos of Ki-100, drawings of Ki-100 I/II, 4 color profiles of Ki-100 versions. 1/91: 'P-40E' color drawings of Russian Ace (15 victory markings) and one b&w photo; 'Bell P-39 in Soviet Service' 7 b&w photos, 5 color profiles; 'Rocket Prototypes C-5, C-5-1, C-5-2, C-346' with drawings of versions and 25 b&w photos (some with carrier aircraft Pe-8 & B-29); 'Harrier/AV-8' 5 color profiles (one Spanish), 10 b&w photos, 5-view drawing, and details; 'Soviet Prototype CAM-13' 2 b&w photos & 5-view drawing; 'NC Glider' 3-view drawing & 4 b&w photos; 'CK/CK-2' 11 b&w photos."

Pascal Faucard (SAFCH #571), 26 Avenue Raoul Aladenize, 18500 Mehun sur Yevre, France.

THE AIRCRAFT OF AEROFLOT IN THE NEWLY-INDEPENDENT STATES

Part III: Azerbaijan, Kazakstan, and Turkmenistan

Peter Batuev

[Editor's Note: This is the final part of a series that started in SAFO #65, January 1992, with the aircraft of the Baltic Republics, and continued in SAFO #65 with the aircraft of Russia, Moldavia, Belerussia, and Ukraine.]

The changes in national markings is probably not final. Recently, Russian aircraft changed their markings; the code CCCP was replaced by RA.

This article was prepared during the summer of 1992 using aircraft seen at the airport "Pulkoro" at St. Petersburg. Some ex-USSR states have not yet introduced new national markings (e.g. the middle Asian states). However, on 29 September 1992, Russia's Department of Air Transport declared Aeroflot was the Russian national air company (Aeroflot - Russian Airlines). This means that the other ex-USSR states will have to form their own national air companies and the markings of their aircraft will have to change again.

PHOTO CAPTIONS

Photos are on page 102 (All photos via the author.)

a. Azerbaijan Tu-154B-2. In standard Aeroflot scheme except for deletion of "CCCP" from registration and addition of Azerbaijan national flag.

b. Close-up of the tail of an Azerbaijan Tu-154M. The painted out "CCCP" of the registration is noticeable.

c. Azerbaijan government Tu-134. Registration "AL 65711".

d. Turkmenian Tu-154B-1. "Turkmenistan", symbol on fin, and double stripe on fuselage are blue. National Turkmenian flag is green and brown.

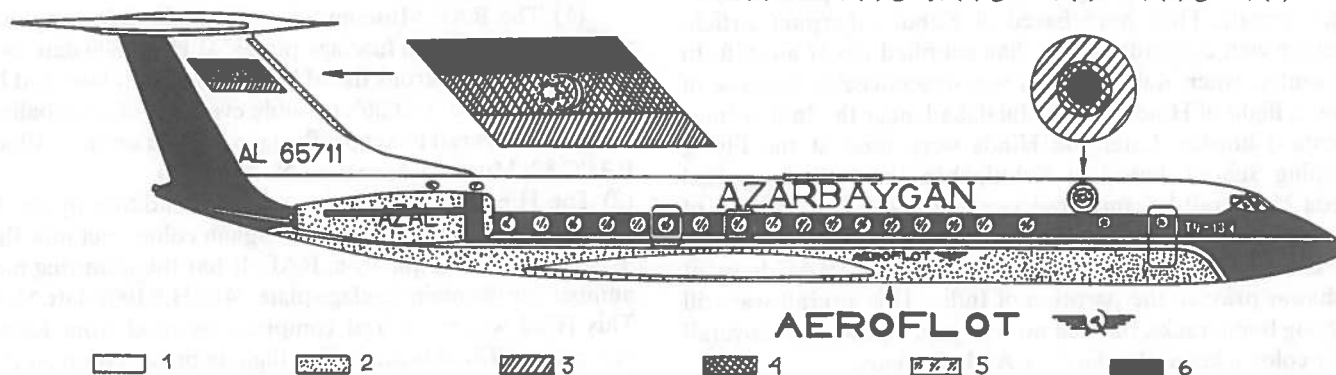
Peter Batuev (SAFCH #1243), PO Box 154, 198302 St. Petersburg, Russia.

AZERBAIJAN GOVERNMENT TU-134

Black: "AL 65711" and borders around doors and emergency exits. Blue: Stripes on engines. Red: "AZAL" and "Azarbaygan".

Color Code:

(1) white, (2) grey, (3) green, (4) red, (5) glass, (6) blue.



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PANORAMA DIFESA, ED.A.I. srl, Casella Postale 1550, 50100 Firenze, Italy. Produced by the same people you bring you JP-4, this magazine cover all aspects of the current military world scene. The format is identical to JP-4: lots of color photos on high-quality, glossy paper and a 4-page English summary.

The issue at hand (December 1992) contains the following articles: "CRESAM: Interforce Research"; "XIII Bourget Naval"; "Farewell, Poland" (4 pages including 9 color photos of Soviet a/c leaving bases in Poland); "The German 'Bats'; "The Regiment"; "Orbital Reconnaissance"; "Sniping: New Horizons"; "The Retirement of a Fortress"; and "The Submarines of the Imperial Japanese Navy".

"PKL #9 on the MiG-23MF has just been released and, as with all the other volumes in this series, it will be of great interest to both modelers and his-

torians - and at a very modest price. The usual format is followed with 1/72-scale drawings which include cross sections, photos of details, and color plates that are aimed at the modeler's needs. The color schemes shown include Polish, Czech, Hungarian, and Soviet aircraft. Of special interest are photos of all markings for the flights and squadrons of the 28th Fighter Regiment based at Slupsk, the only PAF unit operating Floggers." Wojciech Butrycz (SAFCH #981), ul. Facimiech 12A m.25, 30 667 Krakow, Poland.

AERO ESPACIO, Jan/Feb '93. This magazine has been previously reviewed in SAFO, but copies are not received regularly enough to include in the "Abstract" section. The present issue contains several articles on the Argentine AF that should be of interest to SAFO readers. "El Gloster Meteor Mk.IV en la Fuerza Aerea Argentina". The Spanish text will be indecipherable to many SAFO

members, but the photos (6 in color and 2 in b&w) and the 5-page table of individual a/c histories speak an international language. Also universal are a color side view and 4 small side-view drawings. There are some interesting color schemes: Natural-metal with black and white checks on the vertical fin and a yellow fuselage band; natural metal with a red nose and red and white checks on the vertical fin & jet intakes; a red and white acrobatic a/c; and the familiar camouflage scheme. "VII Brigada Aerea: Helicopteros al Servicio de la Comunidad" includes a nice collection of color photos of Bell 212, CH-47C (antarctic scheme), Sikorsky HH-3F, Hughes 500E, Aero Commander 500U, & Fairchild Merlin IVA.

While Aero Espacio is an indispensable magazine for the enthusiasts of the Argentine AF, it is worth keeping an eye out for even if your interest in Argentina is only peripheral. (Review copy kindly provided by Gerry Casius.)

THE RAF MUSEUM'S AFGHAN HAWKER HIND

Andrew Simpson

1937: Eight Hawker Hinds Light Bomber aircraft ordered from Hawkers by Royal Afghan Air Force.

1938: The eight Hinds were created and delivered to Afghanistan by road. Afghan Hinds used to help Afghan army quell tribal disturbances in Katawaz area.

1939: At least 13 ex-RAF Hinds sold to Afghanistan; two minus engines. One of this batch, L7180, was air tested by A.J. Young after delivery and erection in India on 24 Aug 39. Young flew another, L7181, to Afghanistan arriving at Kabul on 30 Aug 39. Some sources say 20 Hinds, not 13, went to Afghanistan in 1939, so the balance of 7 may have come from Indian stock (see K6618 below). Young's log book records that he carried out delivery tests and demonstration flights on seven of the newly delivered ex-RAF Hinds between 4 and 18 September. These had Afghan Nos. 11 through 17 applied to the fuselage, in Persian script, before the test flights. No tie-up with RAF serials is given. Afghan Hinds supported Afghan army in counter-insurgency role in Zamindar area.

1940/41: Further Hind-backed counter-insurgency operations in Mohmund area.

The Afghan Hinds seem to have equipped Nos. 1 and 3 Squadrons of the Royal Afghan Air Force - each squadron flying eight aircraft. They were based at Kabul (Sherpur) airfield together with a squadron of Italian supplied Ro.37 aircraft. In the winter, when Kabul airfield was unserviceable because of snow, a flight of Hinds went to Jalalabad, near the Indian (now Pakistan) border. Later the Hinds were used at the Flying Training School, based at Kabul, when the Italian-supplied Breda 25 aircraft became unserviceable because of the lack of spares.

1947: A single Afghan Hind visited the RAF base at Peshawar prior to the partition of India. This aircraft was still carrying bomb racks, but had no rear gun, and wore the overall silver color scheme standard for Afghan Hinds.

1948: Remaining Afghan Hinds supplemented by 12 new Avro Anson Mk.18 (See SAFO #4). These two type formed the bulk of the Afghan AF in the 50's.

1955: Afghan AF re-equipped with MiG-17 and other Soviet-supplied aircraft.

1956: Suggested withdrawal date for the remaining Afghan Hinds with at least 4 being stored at Kabul (all rescued for preservation). One report says six were present in 1966.

1966: First mention of Hinds surviving in Afghanistan in the RAF Museum files. The Museum sought to purchase two Hinds valued by RAF Museum at between £ 100 and £ 200 each!

1967 c.Aug: Afghan Government decides to donate one Hind to RAF Museum and send an officer to the UK to make the formal presentation to mark the Golden Jubilee of the RAF.

1967 23 Aug: Official letter of donation from General Mohammed Khan, Minister of National Defense arrived. Much negotiation carried out on the Museum's behalf by Colonel R.E.C. Trimbell, British Defense Attache in Kabul.

1957 late Nov: Aircraft ready for collection after refurbishment by Afghan AF, complete with Vickers and Lewis guns,

spare ammunition drums in the rear cockpit, parachutes, bomb racks, message pick-up hooks, flare brackets, and container for personal kit.

1968 19 Jan: Hind left Kabul loaded on recently-delivered Hercules C1 of 36 Squadron, RAF, arriving at Abingdon the following day.

1968 early: Hind moved from Abingdon to Bicester by 71MU for further refurbishment, including a complete recovering, by small team led by W/O Shepard. Returned to Abingdon by 71MU.

1968 10 Jan: Official presentation of aircraft at Abingdon by Colonel Mohammed Akbar Khan, Chief of Staff to the C-in-C Air Force and Air Defense.

1968 14 Jan: Hind displayed at Royal Review, Abingdon.

1972: Aircraft moved to Hendon and displayed in full Afghan markings. The aircraft was in Camm Hall until 1992 when it was moved to a position opposite the Stranraer.

PRESERVED HINDS

The two aircraft now preserved in the UK seem to have been part of the initial batch of Hinds since neither show any evidence of a former RAF identity.

(1) The RAF Museum aircraft has the following makers numbers on the main fuselage plate: "41.H.8. 1899 date 14 May 37". It also has ailerons dated "Jul 37" and tailplane and lower mainplane dated "Oct 36"; possible evidence of cannibalization from other aircraft to keep it flying in Afghan service. Allocated BAPC 82; Museum Accession No.69/A/104.

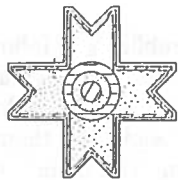
(2) The Hind now preserved in flying condition by the Shuttleworth Trust was originally in Afghan colors, but now flies as 'K5414' of No.15 Squadron, RAF. It has the following makers numbers on the main fuselage plate: "412.H.8 1902 date May 37". This Hind was recovered complete, by road from Kabul, in November 1970. It made its first flight in preservation on 17 Aug 81. Small items were exchanged from the RAF Museum's Hind/Hart aircraft to assist restoration. Allocated BAPC 78.

(3) Ex-RAF Hind L7180 remained derelict in the compound of the Civil Aeronautics Board at Kabul Airport from withdrawal until October 1975 when it was shipped to Canada for restoration by the National Aviation Museum, Ottawa, 1984-89. This task was undertaken to airworthy standards, although up till now, the aircraft has only been ground run. At Kabul, L-7180 shared the compound with the even more battered remains of ex-RAF Hind L6618 which was also taken to Canada where it contributed parts to the restoration of the other Hind. K6618 is recorded as being transferred to the Indian Air Force in April 1939, but presumably passed to the Afghans later.

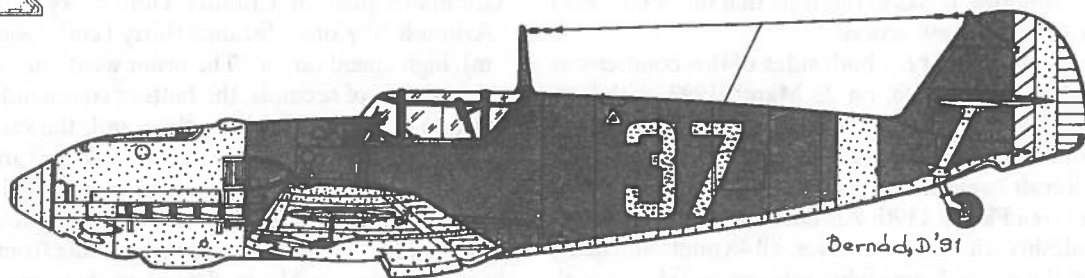
(4) One other Hind survives, preserved at the Museum of Transport and Technology (MOTAT), Auckland, New Zealand.

Andrew Simpson, Department of Aircraft & Exhibits, Royal Air Force Museum, Hendon, NW9 5LL England.

Rumanian Messerschmitts



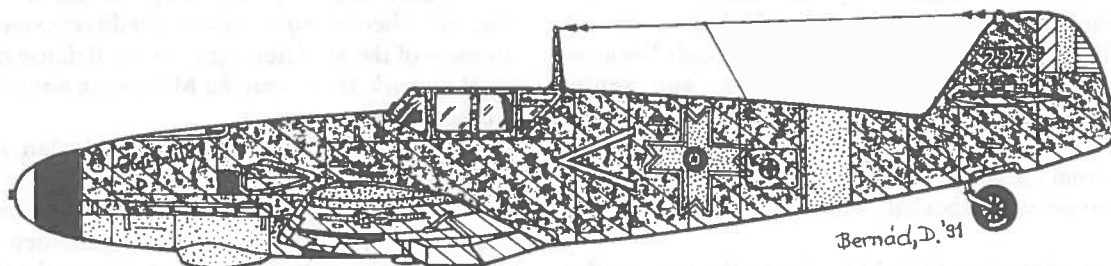
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Bernád, D. '91

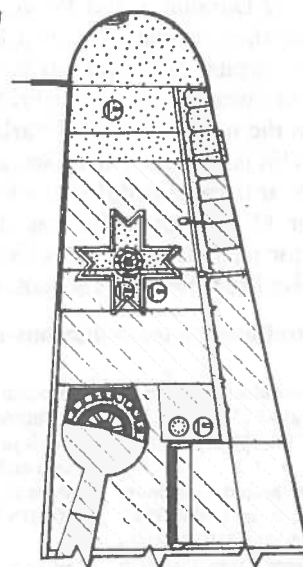
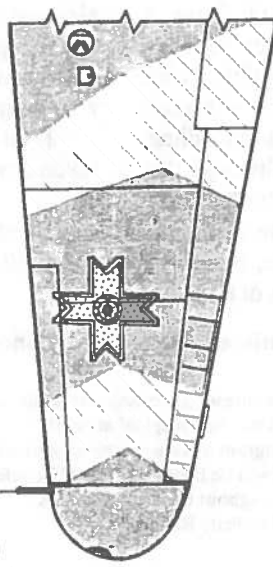
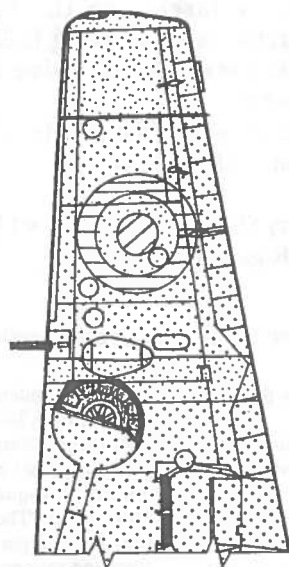
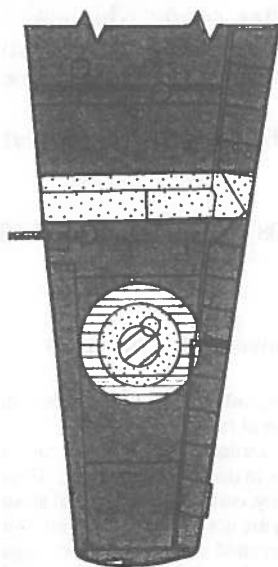
Bf-109E-3, Grupul 7 Vinateoare. Based at Pipera Airfield, Spring 1941.

2.



Bernád, D. '91

Bf-109G-1, WNr 14045, pressurized cabin. Assembled at IAR factory, Brasov. Flown by LT Jon Di Cezare, Grupul 7 Vinateoare, Pipera Airfield, 1944.



	dark green
	light blue
	middle grey
	medium blue
	light grey
	orange yellow
	bright red
	white
	black

Hai fetito!

227



Bernád, Dénes, 1991.

MOLDOVA'S FULCRUMS IN BATTLE

Dmitry Shevchuk

In the spring of 1992 fighting broke out between the new nation of Moldova and the Dnestr Republic which sought independence from Moldova. It was at this time that the MiG-29s of the Moldovan Air Force saw action.

The source of armament for both sides of this conflict was the ex-Soviet 14th Army which, on 23 March 1992, withdrew from Moldova leaving all equipment that was located in the territory controlled by the Moldovan government from its capital at Kishinev. Aircraft came from the 66th Fighter Regiment of the Soviet Black Sea Fleet's 119th Air Division which had been based at Markuleshty Air Field. However, all 48 pilots and many (perhaps all) of the ground crew who, refusing to take an oath of allegiance to Moldova, departed for Russia, Ukraine, and other parts of the former USSR.

In the spring of 1992, the Moldovan Ministry of War succeeded in recruiting 14 ex-USSR AF pilots of Moldovan extraction, four of whom had previously flown the MiG-29. These pilots were former members of the 643rd Fighter Regiment, Ukrainian AF: Major Vitaly Russu, Captain Alexandr Daranutsa, Senior Lieutenant Alexandr Popovitch, and Senior Lieutenant Svetoslav Neburak. On entering the Moldavian AF they all received an increase of one step in rank. Their former Commander from the 624th Fighter Regiment, Viktor Kalinin, said, "They served well, especially Russu who was an excellent pilot."

These four pilots flew their MiG-29s on the first combat mission of the Moldovan Air Force. The Regiment Commander, Major Nick Bragish, who was to become Moldova's Minister of War, established the aim of this mission - to destroy the bridge over the Dnestr River which connected the town of Bendery on the right bank of the river with the rest of the Dnestr Republic across the river. Two MiG-29s, piloted by Russu and Neburak, were armed with six OFAB-250 bombs each. Fighter cover was provided by Daranutsa and Popovitch flying a MiG-29UB. At 1915 hours these aircraft appeared over Bendery and nearby Tiraspol (the capital of the Dnestr Republic) and attacked the bridge. No hits were scored on the bridge although one bomb hit a house in the nearby village of Parkhany killing the family living there. This is an established fact, although the Moldovan Minister of War later denied the attack took place.

The next target for Moldovan MiGs was the large oil terminal at Blishny Hutor near Tiraspol. This time, however, they were met by defensive fire from the air defenses of the 14th

Russian Army located in the Dnestr Republic. The following conversation from an anti-aircraft battery was monitored at the command post of Colonel Dobrynsky of the 14th Army: "Azimuth fifty one, distance thirty (km), height one thousand (m), high-speed target." The order went out, "Get them!". After several tens of seconds, the battery commander reported, "Explosion at the height three thousand, the target on the radar screen split into parts; one can assume the target was hit."

This scene was repeated many times in the next month. There were 30 attacks tracked by the Markuleshty Air Field and about 10 air targets were tracked coming from Romania. However, it is impossible to determine how many, if any, of the Moldovan aircraft were hit by the anti-aircraft missiles. Cloud cover prevented the direct observation of the results, and no wreckage fell onto the territory of the Dnestr Republic. However, 14th Army special forces did bring back a MiG-29 antenna which they said they picked up "on the other beach of the Dnestr". There is, however, some indirect evidence of the effectiveness of the air defenses: after the defense of the 14th Army went to work, there were no Moldovan aircraft appeared over Blishny Hutor.

Besides the MiG-29s, the Moldovan AF used attack helicopters against the Dnestr Republic. One of these landed back at Kishinev with 42 bullet holes and a wounded crew.

An interesting event in this air war began when 14th Army radar operators reported an approach of a "massed night attack". From the low speed of the targets, they were assumed to be helicopters. The attack never developed because it was all a mistake by the radar operators. A Romanian An-24 had "inadvertently" violated Ukrainian air space and had been intercepted by Ukrainian fighters which turned it back across the border. However, the An-24 had released great amounts of chaff which was blown by the wind towards Tiraspol. This chaff created many slow-moving targets on the radar scope which were misinterpreted as an incoming helicopter attack. Fortunately, this mistake was recognized in time and no anti-aircraft missiles were launched.

[Author's note: This article is based entirely on reports taken from the Russian press.]

Dmitry Shevchuk (SAFCH #1308), Kosmonautikas 13-68, LV-1080 Riga, Latvia.

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AZTEC EAGLES, Mexico's Squadron 201, Video, 1 hour. KMBH-TV, PO Box 2147, Harlingen, TX 78551. \$19.95. 1-800-433-2522 Visa/Mastercard accepted.

"The KMBH-TV produced one-hour documentary titled 'Squadron 201' premiered on 5 May 1993. During WWII, Mexico joined the United States and the Allies in a military alliance. From this union came the little known unit of Mexican volunteer fighter pilots, Squadron 201, that was attached to the US Air Force and fought in the Pacific. The special documentary program relives the story of that unit. The remembrances of the surviving pilots, those who trained them, and other are

brought to life with archival video, photos, personal memorabilia, and original artwork.

"This program has also received national distribution and will be broadcast by public television stations throughout the United States." KMBN Publicity Release.

Photographs previously available under the Collect-Air Photos label are now available from Leo Kohn (SAFCH #1187). Leo writes, "For various business reasons, these photos will no longer be offered under the name Collect-Air Photos, and from now on will be available from me personally.

All correspondence, orders and payments are to be sent to Leo J. Kohn at the above address."

A catalog, listing available photographs, can be obtained from Leo. In this catalog, it states, "These are the finest-quality, custom-printed actual glossy photographs. They are not lithographed prints, but real photographs printed directly from rare negatives and processed through a photographic dark room. The prints are the traditional standard 2 3/4 x 4 1/2 inch (nominal) size." Enlargements are also available.

Leo J. Kohn (SAFCH #1187), 12740 Falcon Dr., Brookfield, WI 53005, USA..

PBY-5A IN PARAGUAY

Antonio Luis Sapienza

Near the end of 1954, LATN (Lineas Aereas de Transporte Nacional) bought two Consolidated PBY-5A Catalinas from the United States for \$110,000. Both Cats were totally reconditioned before delivery. They were registered as ZP-CBA (c/n 1737, ex-BuA 48375, built in 1944 at San Diego) and ZP-CBB (c/n unknown).

As soon as they arrived in Paraguay, the blisters and turrets were removed and extra windows and seats were provided for passengers. LATN hired a Brazilian Air Force officer, Capt. Jose de Carvalho, to provide training course on the PBY-5As. The first two Paraguayan pilots checked out on the Cats were Capt. PAM Vincente Quinonez and a civil pilot Ivo Recalde. More crews were trained on the Cats during 1955.

In 1955, both Cats were transferred to the Military Air Transport (Transporte Aereo Militar - TAM) section of the Paraguayan Air Force where they received s/n T-29 (ZP-CBA) and T-31 (ZP-CBB). On 3 October of that year, T-29 was called upon for a very special mission: The Argentine President, Gen. Juan Domingo Peron, who had been overthrown by a military coup d'etat, was given sanctuary on the Paraguayan Navy warship "Paraguay". This ship, a veteran of the Chaco War, was, at that time, in Buenos Aires for repairs. Catalina T-29 was sent to the Argentine capital; Peron was transferred from the warship to the plane and T-29 took off from the River Plate for a 11-hour flight to Asuncion. For this mission, the crew of T-29 consisted of: Capt. PAM. Herbert Lee Nowak, Pilot; Lt. PAM Angel Juan Souto Hernandez, co-pilot; Sub-Lt. PAM Edgar Usher, navigator; Sgt. Benito Insfran, mechanic; Sgt. Marcial Quinonez, radio operator; Sgt. Juan C. Moscarda, mechanic; and Arturo Escario, mechanic.

In 1956, both Cats were given back to LATN where their civil registrations, ZP-CBA and ZP-CBB, were repainted on their fuselage and wings.

On 21 August 1957, ZP-CBB took off on a routine test flight after an inspection. This was to be its last flight. The plane was piloted by Maj. Leo Nowak with Sgt. Aquino and Sgt. MAM Prudencio Diaz Ayala as passengers. After several touchdowns on the Paraguay River, the aircraft crashed and sank. Maj. Nowak dies instantly, but Sgt. Aquino and Diaz were rescued alive.

During the rest of the 1960's, the remaining Catalina sat abandoned in front of the LATN hangar at the Asuncion International Airport until it was again transferred to the FAP in the early 1970's. Once again it was totally reconditioned and the FAP c/n T-29 was again painted on the plane. It was put into service with the Military Air Transport group where it carried passengers, cargo, and mail and was used on SAR missions.

This PBY-5A made its last flight as T-29 on 7 November 1979 after which it was again abandoned at Asuncion International Airport.

In 1988, the FAP decided to reincorporate the old Cat into service. For the third time, it was completely reconditioned. This time, the original Pratt & Whitney R-1830-82 engines were

replaced by two P&W R-1830-92 Twin Wasps taken from a C-47. The Catalina was totally repainted in gloss white with a red, horizontal stripe down the middle of the fuselage. It was re-registered FAP-2002 and after a few test flights, it was reincorporated into the GTA (Grupo de Transporte Aereo).

However, this time its career lasted for just a few demonstration flights. Although all "plane lovers" had been hoping that this "museum piece" would become an exhibit in Paraguay, it was sold at auction for \$125,000 to the Argentine Naval Aviation Museum. At the time of this writing (October 1992), the plans are to fly this Cat to the museum site at Comandante Espora Navy Base as soon as the mechanics get through with the maintenance. Once there, the blisters and the nose turret will be reinstalled and the ex-PAF Catalina will be painted to represent an Argentine Naval Aviation PBY-5A.

Color Schemes

1. LATN's PBY-5A ZP-CBA/CBB: Both Cats used the same color scheme. The fuselage was orange; the vertical stabilizer, horizontal stabilizer, and the wings were light grey. Horizontal rudder stripes in the Paraguayan colors were painted on the rudder. The tips of the floats were also orange. This scheme was used from 1954 to the early 1970's.

2. FAP's PBY-5A T-29 (ex ZP-CBA): When this Cat was transferred to the FAP, it was painted in overall light grey. It kept the Paraguayan colors on the rudder and the orange float tips. A vertical orange band was painted around the rear portion of the fuselage. FAP roundels appeared on the wings along with the s/n T-29. This scheme was used from the early 1970's to 1988.

3. FAP's PBY-5A 2002 (ex T-29): When this Cat had its third overhaul, it was painted gloss white with a horizontal red band along the fuselage. The engine cowlings were light grey and the Paraguayan colors were kept on the rudder. The float tips were now red. Roundels appeared on the wings along with the s/n 2002. The nose was painted black with a white s/n 2002. This scheme, the last Paraguayan scheme, was used from 1988 to the present time.

Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo No.2721, Asuncion, Paraguay.

PHOTO CAPTIONS

Photos on page 101. (All photos via the author.)

- a. Catalina, LATN ZP-CBA, LATN Hangar, early 1960s. (Dan Hagedorn)
- b. Catalina, FAP T-29, Asuncion International Airport, late 1970s. (Daniel Ferro)
- c. Catalina, GTA/FAP, 2002, Nu-Guazu AFB, 1988. (FAP)
- d. Catalina, GTA/FAP, 2002: Asuncion International Airport, 1990. (FAP)
- e-f. Catalina, FAP, T-29: Asuncion International Airport, early 1970s. (Antonio Sapienza)

"Here is some additional information on new national insignia.

Croatia. Photos show several variations of the new chessboard shield. Most of these, undoubtedly, appeared during the first hectic days of independence. One variant is a printed decal with red and silver checks with a scroll under the shield. The insignia currently in use appears to be a painted version with red and white checks. It should be noted that checks in the upper left and upper right corners are red while the shield used during WWII had white checks in these positions. The five small coats of arms above the large shield represent the historic regions of Croatia; from left to right: Illyria, Dubrovnik, Dalmatia, Istria, and Slavonia. **Slovenia:** The coat of arms in their flag contains the following symbols: The 3 stars come from the ancient coat of arms of Cilli and they symbolize the important years of 1918, 1945, and 1991; the stylized three-peaked mountain is Slovenia's holy mountain Triglav, and the two wavy blue lines stand for the rivers Save and Drava.

Bosnia & Herzegovina: A color photo on page 9 of the Summer 1993 issue of **WORLD AIRPOWER JOURNAL** shows a UTVA-75 with an insignia on the tail. (The port side is shown; there is no insignia on the fuselage and the wings are not visible.) This insignia consists of a shield in the center of the all-white flag of Bosnia & Herzegovina. The shield is blue, thinly outlined in white; from the upper left corner a diagonal bar (white or silver, the details are not clear) runs down to the lower right. In both blue parts, there are three fleur-de-lis in yellow (or, maybe, gold).

Ukraine: Apart from the blue and yellow roundel, the 'Trident' also appears in a shield form. Furthermore, there also appears to be a disc with two chevrons; looks more like a modern air-line logo, but it isn't.

Fritz Braun (SAFCH #220), Prsener Strasse 20, D-81929 Munchen, Germany.

"A few words on the status of the air forces of the Baltic states. **Lithuania:** Twenty-four An-2 biplanes and four L-39 trainers and attack aircraft. These latter were purchased for 21,000 USD each and first flew in Lithuania on 16 February 1993

during the Lithuanian Air Force's first spring maneuvers. There are also two L-410 transports (ex-GDR) which were given by the FRG to Lithuania (along with 2 for Latvia and 2 for Estonia). **Latvia:** Six An-2, four Mi-2 helicopters, and two L-410. The Zemessardze (the Latvian National Guard) also has ten An-2 and two Mi-2." Dmitry Shevchuk (SAFCH #1308), Kosmonautikas 13-68, LV-1080 Riga, Latvia.

"Here are some comments on Vietnam and Cambodian aircraft to add to John Macgregor's article in SAFO #64. According to a Vietnam publication, the first Mi-8 helicopters were delivered to the Vietnam People's Air Force (VPAF) in 1974 when four Mi-8, two Il-18, and four Yak-40 arrived from the Soviet Union. These aircraft were for the 919th Transport Squadron which was then operating Mi-4, An-2, Li-2, Il-14, Il-18, An-24, and Mi-6.

"On 10 November 1973, the Transport Squadron had undertaken limited civilian and commercial flights. For example, An-24 and Yak-40, wearing civilian registrations, linked Hanoi to Na San, Lang Son, Dien Bien Phu, Ta Con, Dac To, and Loc Ninh in North Vietnam, and Sam Nuea, Na Cay, and Thon Sa Vang in the 'liberated areas', e.g. communist-held territories in Laos. This was the first "civilian" air-line operations in North Vietnam.

"The Democratic Republic of Kampuchea (the Khmer Rouge government) used former Khmer Air Force C-47 and C-123K which they captured in 1975. I have a photo showing the flight-line at Lochentong (Lnom Leuh) airport just after its fall to Vietnam troops in 1979 which shows at least five C-47 and three C-123K in Khmer Rouge markings.

"In many publications, it is often stated that the Cambodian Air Force was resurrected in 1985 or 1986. But, I have recently seen evidence that the event occurred earlier. A Cambodian who is seeking asylum in France showed me a photograph he took at Lochentong airport in 1981 which shows a line of camouflaged Mi-8 with Cambodian markings (the five-tower Angkor temple in yellow on a red rectangle) alongside an Aeroflot Tu-134.

Albert Grandolini (SAFCH #1313), 45 avenue de la Commune de Paris, 95140 Garges Les Goness, France.

"I was particularly interested in the account of the Soviets in the Korean War (SAFO #65). Back on 5 July 1992 "The Observer" newspaper carried an article by Jon Halliday on the Soviet involvement in that war. It might be of interest to our readers too see the loss figures quoted by General Georgi Lobov - the Soviet Airforce C/O:

US Losses

	Total	Combat	Air/Air	AAA
Official US	3500	50%	147	90%
Gen Lobov	1300 +			

Communist Losses

	Combat	Air/Air	Accident
Official US	1000	850	400
Extrapolated	2000	800	
Gen Lobov*	345	335	10

*Russian losses only. General commented, 'I don't think the Americans made a mistake' on the figure of 2800 Communist losses.

"These figures certainly go against the conventional wisdom on the war and, if accurate, indicate the extent to which the two Superpowers were really at war over Korea."

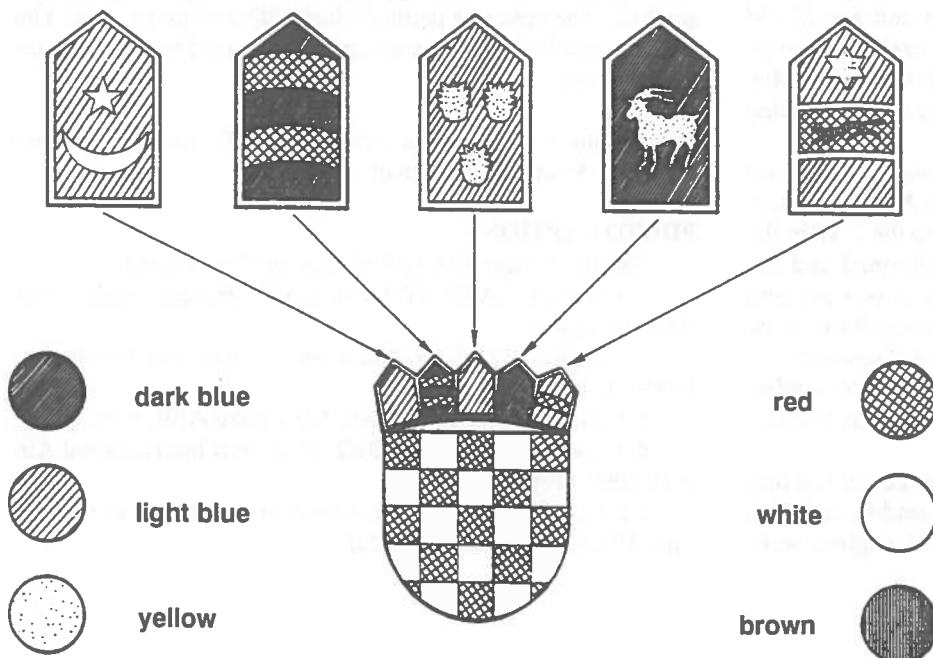
Duncan Maclean (SAFCH #1310), 122A Central Road, Worcester Park, Surrey, KT4 8HT England.

"I've noticed the inclusion of numerous vintage photos in the SAFO. The enclosed photos (on page 70) might qualify as one as it has provided a bit of aviation 'trivia pursuit' within the profession for a few years. I took it in 1951 with a Kodak Bantam circa 1948 at Kunsan, South Korea military airfield known, I believe, as K8. Observe the USMC F4U-4 in the background. Since those days it all grows pretty dim, but I think I was told this was a WWII Japanese Kawanishi trainer type. It was being operated as a South Korean Air Force whatever - note USAF fuselage insignia. Confusing, eh?

"At the time my own role in all this was pretty confusing as well. I was piloting USMC R5D (DC-4) aircraft as a recalled WWII retread F4U jock, but with airline transport time acquired between wars. I kept meeting this biplane on climbout or letdown in the area. Since the jet age was upon us with F-80s, 86s, 84s, F9Fs, Gloster Meteors, etc. the appearance of this antique caused considerable double-takes all around. I vowed to photograph it if I ever saw it on the ground. This eventually happened. To date, nobody has been able to identify this thing including me!

"I think we share some sort of horrid fascination for the Brewster Buffalo F2A. It was my first pre-operational hotrod as a shiny new USMC Lt. in early '43 when we could 'fly the crates they came in'. It was a piece of junk which dam' near killed me a few times, but it looked the part and we loved them. Survivors of this phase were 'sadder but wiser". F. J. (Joe) Henry (SAFCH #1060), 10247 Pineaire Dr., Sun City, AZ 85351, USA.

[Editor's note: I'm not very good at Japanese aircraft, but this looks like a Yokosuka K5Y "Willow" to me. However, there are some small difference between this a/c and photos of the Willow which appear in Francillon's Japanese Aircraft of the Pacific War. Perhaps one of our readers can provide a positive identification. If it's a Willow, it would make a great modeling subject, with the poorly-proportioned US insignia on the fuselage and South Korean markings on the wings (on the original photo, a South Korean insignia is visible



on the undersurface of the port lower wing. Also, if it is a Willow, it would provide support for those drawings that accompanied the Korean-manufactured kit of the Willow that showed the a/c in S. Korean markings.]

"Santiago Flores article on the Teziutlan primary trainer was very good, and a nice addition to the literature. Only one small glitch: 'AOB' does not stand for 'Aircraft on Board'; rather, it is a term used by the British and U.S. since some time prior to WW2 in intelligence circles and decodes for 'Air Order of Battle.'

"The B-26 Invader book is due for release from Midland around September/October. It is now formally titled 'Foreign Invaders: The Douglas Invader in Foreign Military and U.S. Clandestine Service' by Dan Hagedorn and Leif Hellstrom. It will be 168 pages, with 8 pages of color and over 250 photos at around £ 19.95 (ISBN 0 85780 013 3). It may be ordered in advance from Midland Counties Publication, Unit 3 Maizefield, Hinckley Fields, Hinckley, LE10 1YF, England."

Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 22020-0682, USA.

"I have few comments on John Hayles article on the Squadrons of the IAF: Part 2 as seen in SAFO #65. (1) The design illustrated in Fig. 29 needs clarification. I have a patch from this squadron and this insignia is illustrated on page 68 of Philip Handleman's 'Mid-East Aces' and on page 81 of Sam Katz's 'Israel's Air Force. [Editor's note: A color copy of this patch was inclosed with the letter. Let try to describe it: The 'S' shaped figure is black with white stripes turning into red before they terminate in a red arrow head superimposed on a black rotor head. If this is confusing, don't worry. A copy has been sent to John Hayles and I'm am sure that he will do a corrected drawings.] (2) An interesting addition is that on page 22 of Katz's new book, 'Israeli Special Forces', is a photo of an AH-64 with a squadron insignia consisting of a yellow-and-black wasp imposed over a red lightning bolt. This same insignia has been previously associated with, at least, Ouragans and Daggers.

Russell Mueller (SAFCH #1239), 3546F N. Carefree Circle, Colorado Springs, CO 80917 USA.

[Editor's note: The following letter, and a stack of information, was received from Warren Eberspacher of the Historical Aircraft Corporation (HAC). Warren is designing and building kits for the amateur aircraft builder. His first is a 66% scale PZL P-11c described as a "Low cost, simple beginner kit powered with a 100-hp geared 4-cylinder Fort Pinto engine. Cost: Complete kit \$19,750." If you interested in replica aircraft, but not ready to buy a kit, you might want to subscribe to the quarterly HAC Techline for \$10.00 per year. Let's hear what Warren has to say.]

"I was introduced to your publication at a recent air show. We also promote interest in the history and replication of aircraft of all countries, as well as the smaller. Enclosed is a brochure on our Polish PZL series: P.8, P.11c, and P.24. They are designed as a beginner kit (simple 'Piper Cub' type construction) for the amateur-built sport aircraft market. We prototyped the P.11c first and it's ready to go into kit production with the P.8 and P.25 right behind. We can custom build just about any prop-driven aircraft that any of your readers would like to fly. "Our current problem is finding adequate expansion capital to exploit the several-hundred-thousand-dollar foundation that we've carefully built and put the PZL series and Ryan trainer into kit production to penetrate our untapped market niche. I have excellent aviation talent standing by ready to go to work to make these old classics available to more people so people like your readers can experience them firsthand.

"Our ultimate goal is a replica-airbase theme park (vintage late 1930s) where people can step back 50-70 years in aviation history in everything they experience. It's all planned ... all we need to do is get settled so we can start systematically creating it. "I also have detailed scale drawings of the following aircraft:

Mitsubishi A5M that flew in the Nomanhan Incident in Manchuria
- A5M Type 96 prototype, 1/48 5-view \$20.00
- A5M2b Model 22 Claude, 1/48 2-view \$10.00

- ASM4 Model 24 Claude, 1/48 2-view \$10.00
North American Aircraft Affordable Fighters (e.g. Siam and South America)
- NA-50, 1/32 5-view \$20.00
- P-64, Model NA-68, 1/32 5-view \$20.00
Fokker D.21 (Dutch, Danish, & Finnish using data from respective nations museums)
- D.21 prototype, FD-322, 1/32 5-view \$20.00
- D.21 Dutch, 1/32 5-view \$20.00
- D.21 Danish, 1/32 5-view \$20.00
- D.21 Finnish Bristol powered, 1/32 5-view \$20.00
- D.21 Finnish P&W powered, 1/32 5-view \$20.00
- D21 Finnish- retractable gear, 1/32 5-view \$20.00

"I also will work up any 1920-1950 aircraft in equally detailed scale drawings on a fixed price quote basis. I automatically add perspective sketches of details that are not obvious from a 3-view drawing. I have had many drawings published in Fine Scale Modeler, Air Classics, Cross & Cockade, American Aviation Historical Society, and on file in the archives of the National Air & Space Museum."

Warren Eberspacher, President, Historical Aircraft Corporation, 536 Star Lane, so. St. Paul, MN 55075, USA. Tel. 612-451-3283.

"In answer your question on page 59 of SAFO #66: The 'Chuan-kuo Kung Chuan' should be 'Chung Kuo Kung Dhun' (Wade-Giles spelling) which means 'Chinese Air Force'. If my guess is correct, the insignia you mentioned should consist of the mark of the China National Aviation Corporation (CNAC) - a white Chinese character 'Chung' (the same as in Chung Kuo) on a dark disc. Maybe a reader of SAFO can tell whether the disc is dark blue or black? The mark can be seen on CNAC's C-53s and C-46s. It's strange for me that not only the Vultee carried the CNAC mark, but the Canadian Mosquito FB.26 and T.29 sold to China also carried it (see page 5-6 Air Enthusiast No.45). My guess is they both mistook the CNAC mark for the insignia of Chinese Air Fore (a twelve-pointed sun). One proof is that after these Mosquitos arrived in China, they were all changed to the correct insignia."

Clarence Fu (SAFCH #884), PO Box 112-129, Taipei, Taiwan, ROC.

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OF STRUGGLE AND FLIGHT "I have good news for those who have been searching for the rare book OF STRUGGLE AND FLIGHT, history of Latvian aviation by Karl Irbitis. Mr. Irbitis lives in my area. He is 88 years old - the last pioneer of his era. A very interesting man.

"There are only a few copies left. Only a 1000 were published in 1986. They are autographed by the author and cost US \$31.00 including postage. They can be obtained from, Mr. E. Bardins, 5352 Sherbrook St. West, Montreal, Quebec, Canada H4A 1V6."

Gary Beattie (SAFCH #1206), 6332 Jagues, Montreal, Quebec, Canada H4E 2W4.

[Editor's note: If you don't have one of these, you had better act fast. It's a marvelous book. Gary says he has direct access to Mr. Irbitis, so, if you have any difficulties, you can write directly to him, but do not send money to him.]

CHINESE AIR FORCE IN ACTION: Series 2. 266 pages. 8.25 in. by 6 in.; 169 photos/illustrations; softbound.

This fascinating volume is another in the wide-ranging WINGS OF CHINA series of publications,

two of which were reviewed in SAFO #65. Unlike those specialized titles, the "Series" volumes cover a greater time span, with article or chapters of varying length, recounting a selection of 'in action' events. "Series 2", for example, covers events occurring between 1936 and 1970. Although the text is almost entirely in Chinese, the treasure-trove of rare photographs makes this a worthwhile book for aviation enthusiasts.

Printed on glossy paper throughout (with a heavy glossy dust jacket), the photo reproduction, depending on the quality of the original, is quite good. Especially noteworthy are the 22 color photos and the 'combat' paintings. Chief among the former are a series of double-pages each featuring an aircraft in Nationalist Chinese markings with a large left-profile view and smaller upper and lower plan views, and a listing of specifications. These show the following aircraft: Curtiss Hawk II (in green finish, also shown in a combat painting), Douglas O-2MC (in green & yellow finish, plus a black & white drawing) Curtiss A-12 Shrike (in silver finish, although the combat painting shows a camouflaged one), two Martin 139W (on in blue & yellow finish along with a combat painting, and the

other in green finish), Vought V-92C Corsair (in green & yellow finish, along with a painting), North American F-86F Sabre [in pale grey(?) finish with yellow bands], and a Lockheed U-2R [in dark grey (or black) finish, along with a color photo], and black & white profile diagrams of the U-2A and U-2C])

Among the 114 black & white photographs can be seen a further variety of aircraft types, such as Vultee V-11, Heinkel He 11A0 (nose only), Republic F-47N Thunderbolt (interesting tail detail), Consolidated P4Y Privateer, N.A. F-86D, Republic RF-84F Thunderjet, Cessna U-3, N.A. F-100A Super Sabre, and Grumman HU-16 Albatross. The photos of personnel reveal details on uniforms, badges, and flight clothing, including a high-altitude suit for the U-2 pilots. As an added bonus, color photos show two interesting unit emblems.

Also noteworthy are the 33 maps and diagrams (including a couple of documents). Although the general lack of English is a hindrance, the aircraft types, years, statistics, etc. appear in Western characters, along with English quotes from Claire Chennault, a newspaper item, a letter from a

Chinese commander, and so on. Furthermore, the index of aircraft types of different nationalities is in English, as is a listing of scale aircraft models. Therefore, this is definitely one of those books where the pictorial element is of sufficient interest to override the language handicap.

[Thanks to Ronald J. Jack, MARS Associate, for providing the review copy, as well information on the entire WINGS OF CHINA publishing program. WINGS OF CHINA also publishes 6 in. by 8.25 in. postcard sets and produces approximately 50 Chinese aviation crests, including squadron crests not seen since WWII. Information regarding dealers' addresses should be directed to Military Archives & Records Service, #312, 3130 66th Ave. SW, Calgary, Alberta, Canada T3E 5K8. This Marketing Agency does NOT sell these books directly to the public. It is hoped that further volumes in this unusual series will be reviewed in SAFO as they become available from Taiwan.]

Ted Koppel (SAFCH #118), 3520 N. Rolling Rd., Baltimore, MD 21244-2202 USA.

GRUMMAN F9F PANTHER & COUGAR, by Jorge F. Nunez Padin. Series Aeronaval No. 2. Museo de la Aviacion Naval Argentina. This, the second in the developing series on Argentine Naval aircraft by Jorge Nunez, displays marked improvement over the first volume on the A-4Q Skyhawk which was reviewed in SAFO #65. The front cover features an interesting color photo of a rather well-worn Panther, 3-A-110, while the color "centerfold" in this 26 page monograph shows 3-A-113 at the Museo de la Aviacion Naval - along with color presentation of the three unit badges associated with the F9F in Argentine service.

Unlike the A-4Q volume, this one has a detailed aircraft-by-aircraft table briefly outlining the service life of each aircraft in Argentine service. There are 19 black-and-white photos. One of the color views is interesting in that, in addition to showing Cougar 3-A-152, in the background appears a lineup of four F4U Corsairs; two of which are light grey and the other two dark blue. Jorge has also improved the drawings, five in this volume, and now includes FS numbers for details on markings in the accompanying captions.

Although in Spanish throughout, this, in my opinion, will pose little problem in following the progress of the text. This inexpensive monograph is highly recommended, and is unlikely to be surpassed or repeated; so hurry if you haven't already secured a copy. As note in the review of the Skyhawk monograph, these have the mark of real collector items.

Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 22020-0682, USA.

GRUMMAN S2F TRACKER, by Jorge F. Nunez Padin. Series Aeronaval No. 3. Museo de la Aviacion Naval Argentina.

Jorge Nunez surprised everyone with the speed with which he produced this latest number in this continuing series. This volume, of some 30 pages (including the front cover and frontispiece), shows continuing improvement over the very good preceding issues, especially in the reproduction of the color photos and the quality of the drawings.

There are ten color and 19 black-and-white photos in this title, as well as five very nice line drawings, two of which show the placement of various antennae (with identifying logos) for the S2F-1U and S2F-3/S-2E. There are some very nice surprises in, not the least of which is a color view of a nearly complete S-2E/T (2-AS-23/0702) on roll-out at Ashod, Israel, in November 1992. Another is a

photo of camouflaged US-2A (6-G-53/0512) being launched from ARA "25 de Mayo" in 1980. Jorge has also included color presentations of the ARA "25 de Mayo" logo, that for the ARA "Independencia", and that of the Escuadrilla Aeronaval Antisubmarina. By the way, a black-and-white photo shows this latter emblem on the nose of 2-AS-6/0512, something this writer had not seen before.

Jorge informs me that the series is well established and will eventually reach 36 titles. Forthcoming are examples dedicated to the Sikorsky SH-3 Sea King, Lockheed P2V Neptune, Martin 139WAN, Vought F4U, Douglas C-47, North American T-28, Aeromacchi EMB-326GB, etc. The entire series will total some 1,200 pages of long-awaited history and some 1080 photos! To obtain copies of this highly recommended series, members should contact Jorge, C.C.117, Suc.12B, 1412 Capital Federal, Argentina.

Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 22020-0682, USA.

"I hope that the contents of my new Air-Britain monograph (162 pages with 8 color pages), 'Air Forces of the Caribbean and Central America', will aid Alex Ford (SAFO #66) with his Dominican Vampire question. The book costs £12.50 for Air-Britain members and £18.75 for non-members (postage included).

Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 22020-0682, USA.

[Editor's note: the following three reviews of Swedish books were provided by the Swedish Air Force SIG of IPMS-UK. See the abstracts department for further information on this exciting organization.]

FLYGANDE FORSVARARE - FLYING DEFENDERS, TODAY'S SWEDISH MILITARY AIRCRAFT, Peter Liander. 96 pages, 145 mm by 175 mm. Allt om Hobby. Hardbound. SEK 87.

This book, about military aircraft and helicopters in Swedish use today, covers not only the JAS 39 Gripen, but also the Lansen, Draken, Viggen, all training aircraft, helicopters, and transport aircraft including the latest - the Tp 102 Gulfstream IV. Each aircraft is described in one page of text including a small table of technical data and a full-page color photograph on the opposite page. Also included is an account of the Swedish Air Force's organization and basic tactical principles.

This is a good, short book on Swedish modern military aviation and, as such, it fills an important gap. The author is one of the most skillful aircraft photographers in Sweden; in 1989 he was awarded the distinguished 'Flying Pen' award for his contributions to aviation journalism. The color photographs are outstandingly good; these will be an invaluable reference when modeling these aircraft as will be the close-up b&w photos of a variety of underwing stores.

This book is available from Midland Counties Publications at £21.95.

LANSEN, Sven Stridsberg. 256 pages, 175 mm by 245 mm. Allt om Hobby. Hardbound. SEK 282.

In 1952, the SAAB 32 was the first Swedish-built aircraft to break the sound barrier. Just five years later it became the backbone of the Swedish attack wings. The first chapters in this book describe how the Lansen served in attack, fighter, and reconnaissance roles. The next chapters describe color schemes and markings used, the development and cancellation of the Swedish jet engine, and the final

chapter is a record of the units and fate of each aircraft, with many shown in b&w photos.

More than 40 years after its first supersonic flight, the Lansen is still in service conducting electronic-countermeasure flights as well as target-towing missions. The author describes the development of the Lansen and its various versions and its applications (including test and research work). The illustrations are superb including many color and b&w photos, and 8 color profiles. Drawings show radar, armament, and camera installations. There is a 6 page English summary.

This is just the book to stimulate you to build that Heller Lansen kit you put away for a rainy day. It is available from Midland Counties Publication for £32.95.

SVENSKT MILITÄRFLYG - PROPELLEREPÖKEN, Lennart Andersson. 320 pages 175 mm by 245 mm. Allt om Hobby. Hardbound. SEK 282.

The author follows up on his very successful "Swedish Aircraft" with an other excellent book covering the history of propeller-powered Swedish military aircraft. The history up to the 1940's is covered in great detail, while following period up to the introduction of the first jet aircraft is dealt with in a more summary fashion. More recent types such as the Dove and Lancaster are not included. The book is well illustrated and includes a 16-page English summary. Chapters cover the Flygkommandet (Army) and Marinens (Navy) flying sections, the formation of the Flygvapnet, markings and numbering of aircraft, the history of the individual Flygflottillj (Wings), the float[plane carrier 'Gotland', ambulance aircraft, and conscripted civil aircraft (but why is the RWD-13 Tp 11 not included?), and gliders. One of the best features of the book is Lennart's listing of all the aircraft with their individual Fv and markings numbers, service dates, bases, aerodromes, Wings, etc. in their correct context. This book is available from Midland Counties Publications for £32.95.

THE INDEX "Which magazine issue was the article or paint scheme for your current project in? If you have spent hours searching through magazines, decal sheets and books, then THE INDEX is for you. THE INDEX is an 8 1/2 x 11 x 2" paperback book with over 900 pages of all the most popular magazines, decal sheets and books indexed. Along with appendices listing allied code names for Japanese WWII a/c, CAF designations, US pre- and post-1962 designations, and Commonwealth to US WWII designations, cross referenced.

"Sources include: Aeroguide, Aerophile, Aeroplane Monthly, Aircam, Air Extra, Air Fan, Air Sonic, Air Enthusiast Quarterly, Air Enthusiast, Air Illustrated Extra, Air International, Airlife, Aircraft Modelworld, Air Pictorial, Air Reserve Gazette, Aircraft Illustrated, Airfix, Aviation News, Ballantine, Bunrin-do Special, Camouflage & Markings, Canadian Profile, Detail & Scale, Dirty Plastic, Eschi, du Fanatique de L'Aviation, Fine Scale Modeler, Flying Review, Flying Review International, Golden Jaw, High Flight, In Action, IAPA, IPMS Quarterly, IPMS UK, Journal of Military Aviation, Koku-Fan, Letraset, Micro, Military Aviation Review, Mini-graph, Model-Aire, Modelaid International, Modeldecal, Modelmark, Model Topics, Modelworld, Modern Combat Aircraft, Monogram, Le Moniteur de L'Aeronautique, Osprey-Super Base, Planes, Plastic Aircraft Models, Plastic Kit Constructor, Pri-Fly, Profile, Putnam, RAF Yearbook, RAF Yearbook Special, USAF Yearbook, USAF

Yearbook, Random Thoughts, Replica in Scale, Repli-Scale, Small Air Forces Observer, Scale Aircraft Modelling, Scale Models, Smoke Trails, Suomen, Suomen Siivet, Le Vitrine du Maquetiste, Warplane, Wingspan & Xtradecal.

"This book is designed for those enthusiasts who have access to any of the sources listed above. There are over 45,000 entries from thousands of sources listing; articles, colour views, drawings, plans, letters, kit reviews and odd photos. The cost of \$54.00 CAN or \$49.00 US post paid (surface) can be made payable to Patrick Martin - 812 E 55th Street, Tacoma, WA 98404."

Patrick Martin (SAFCH #531), 8731 Odlin Road, Richmond, BC, CANADA V6X 1C7.

Su-27 FLANKER. 40 pages, 21 cm by 30 cm. Softbound.

The first 16 pages of this book consists of text in the Russian language and will probably be of little use to the average non-Cyrillic reading enthusiast. However, the remaining pages consists of self-explanatory drawings. There are 7 color side-view drawings, one color plan-view drawing, 2 foldout pages (4 sides) of 1/72-scale drawings, and page after page of drawings of details the interior of the cockpit, landing gear and landing-gear wells, and under-wing armament. A very special touch is that the caption of each sketch identifies the aircraft number of the aircraft used in making the sketch. All the aircraft illustrated carry the Soviet red star, so there is no SAF information here. However, all the schemes are most attractive, especially the one with a complete shark painted on the side so that the gapping, toothsome mouth coincides with the engine intakes and shark's tailfin sweeps across the vertical tail of the aircraft. This book is highly recommended to all enthusiasts of Soviet aircraft and to any modeler planning to build a anything more than a pedestrian model of the Flanker. This book is identifies as No. 1 in the Red Flag Aviation Series. Let's hope that there are many more volume to come.

HORRIDO was the "battle cry" for the Luftwaffe as "Tally Ho" was for the RAF, but it is also the title of a very good book on German Allies on the Eastern Front. This book is published by OMIKK, Muzeum u.17, H-1088 Budapest, Hungary. The authors are Denes Bernad and Peter Mujzer assisted by graphic artist Janos Hangya.

The book is written in the Hungarian language, but the legends for the 250 photos are translated into English and there is an English summary for each chapters. The chapters are: (1) The Finnish Air Force, (2) The Croatian Air Legion, (3) The Royal Hungarian "Honved" Air Force, (4) The Royal Italian Air Force in the Soviet Union, (5) The Romanian Air Force, (6) The Slovakian Air Force, (7) The Volunteers in the Luftwaffe and Others. Many of the photos are published for the first time. Also included are 8 color side-view drawings, 4 color photos, and 4 color paintings.

Pascal Faucard (SAFCH #571), 26 Avenue Raoul Aladenize, 18500 Mehun sur Yevre, France.

[Editor's note: This book is still available from the SAFCH Sale Service for \$17.00.]

DARIUS ir GIRENAS, Nijole Dariute-Masariene. 1459 pages, 21.5 cm by 29 cm. Hardbound. Published in Lithuania.

Back in 1984, SAFO member Ed Jasiunas published a book, "Darius-Girenas 1933-1983", commemorating the 50th anniversary of the epic, but

ill-fated, flight of Stephen Darius and Stanley Girenas from the USA to Lithuania. This is an excellent book with the text in both English and Lithuanian and hundred of photos covering the life of both pilots, their early flying experiences including service in the Lithuanian Air Force, the preparations for the flight, the fatal crash in Poland just short of their goal, their funeral in Lithuanian, and the commemoration of the 50th anniversary of the flight both in Lithuania and by the Lithuanian community on Chicago. If you missed this book, you missed a gem.

Now, a similarly-titled book has been published in Lithuania. The text, in three languages, Lithuanian, English, and Russian, occupies only the first 28 pages of the book. The remaining 147 pages are devoted to photographs. With the format of these two books being so similar and with many of the photos looking familiar, it took careful inspection to reveal that the photo coverage is actually very different. Since the new book was written by Girenas' daughter, who lived all her life in Lithuania, there are many more photos from Lithuania and much less emphasis on events in the USA. Of greatest interest to SAFO readers are the photos of Lithuanian AF aircraft that do not appear in the earlier book, e.g. Halberstadt CL-IV, Ansaldo SVA-10, Letov S-20, & LVG C-VI. The reproduction of the photos is good, but not outstanding.

This book is highly recommended to any student of Lithuanian aviation who missed the earlier book. [Editor's note: One copy of this book is available from the SAFCH Sales Service.]

SLOVAK AIRMEN 1939-1945, Jiri Rajlich and Jiri Sehnal. 64 pages 8.4 in. by 11 in. Softbound.

Slovak and English text with plenty of photos and 9 pages of color profiles covering the Slovak AF and airmen from the time of Chamberlain's "Peace in Our Time" sacrifice of the Czechoslovak Republic to the incorporation of Czechoslovakia into the Soviet Block. Included are the operational history and aircraft of pilots and crew who flew for the British, the Slovak government, the Slovak insurgents, and the Soviets. Most of the photo are low contrast, but are historically important and unique since they illustrate such unusual aircraft as the Praha E-241 and E-39 trainers, Gotha 145, Klemm KI-35D, Stinson SR-10C Reliant, in addition to more common combat types. The book ends with 9 pages of tables on organization, losses, desertions, civil and military aircraft on hand, and much more.

[Editor's note: This book is available from the SAFCH Sales Service.]

ČESKOSLOVENSKÉ LETECTVO 1918-1924, Jiri Rajlich & Jiri Sehnal, 56 pages.

Pretty much the same as above only no English text but plenty of photos and 8 pages of color profiles. Aircraft covered include those from Germany (Phoenix C.I, Albatros B.II, Hansa Brandenburg C.I, LFG Roland D.VIb, Fokker D.VII), Russia (Anatra DS Anasal), France (Voisin BN.2, Breguet XIV A.2, Salmson 2A.2, Nieuport Ni.17 C.1), Italy (Ansaldo SVA 10), and many local designs.

L'AVIATION MILITAIRE FRANCAISE D'ARMISTICE 1940-1942. 60 pages.

Same general format as above but covering Vichy a/c with a text in French. Mostly photos and 11 pages of color profiles. Aircraft covered include

those from the USA (Curtiss Hawks 75 and P-40, NA Texan, Vought V93S, Douglas Havoc, Lockheed Lodestar, Martin 167F), Britain (Bristol Beaufighters, Fairey Fulmer), and a large amount of French civil aircraft that were pressed into military service.

[Author's note: I obtained the above three books from Aviation Usk, 602 Front St., Box 97, Usk, WA 99180 (Phone (509) 445-1236). Send SAS post card to receive the latest on availability and price.] Rod Thorson (SAFCH #967), PO Box 1691, Bishop, CA 93515, USA.

TEAM STEALTH: F-117, photos by Randy Jolly and text by Robert Shelton, Jr. 96 pages, 21.5 cm by 29 cm. 180 color photos. Softbound. Speciality Press, 123 North Second Street, Stillwater, MN 55082. \$18.95 plus \$3.95 for shipping and handling if ordered from the publisher.

After looking through this book, I am convinced that the F-117 is one of the most photogenic aircraft ever to fly. Before you dismiss me as a crazy man, note that I said "photogenic", not "beautiful" or "graceful". I'll leave it up to the philosophers among us to define the difference.

The text in "Team Stealth" is rather discursive with lots of quotes from the men who flew the F-117 and the men and women who maintained the aircraft. However, the important milestones in the development of the F-117 from its inception in "Have Blue" program in 1979 to its participation in "Desert Shield" and "Desert Storm" 1991 are covered.

The text also contains a day-by-day chronology of F-117 operations during the 43-day war. While this chronology starts off fairly well: "Day 1, Wave One: At 12:22 a.m., the 415th TFS launched F-117As against a combined integrated operations center/ground control intercept site at Nukhayb, two air defense control sector headquarters, and the Iraqi Air Force Headquarters in Baghdad, as well as numerous other targets that included radar facilities, telephone centers in Baghdad, and other targets of high priority.", but it soon becomes sketchy and repetitive: "Day 15, Wave Three: Seven jets attacked ammunition stores, as well as chemical and biological facilities. Eleven hits were recorded."

Of special interest are the photos of the "nose art" carried by all 42 F-117 which participated in "Desert Storm". Actually, this art was not on the nose, but in the weapons bay, but that does not detract from its importance.

The success of the F-117 is evident in its combat record: "As a coalition workhorse, the F-117A logged nearly 1,300 combat sorties while flying 6,905 combat flying hours. During their missions, the F-117A pilots delivered over 2,000 tons of precision-guided ordnance with a hit rate of better than 80 percent. ... Not one F-117A received so much as a scratch from the formidable Iraqi air defenses."

FALL OUT OF HEAVEN "Those interested in the Soviet Union ca. 1930 should check whether FALL OUT OF HEAVEN is on sale in their discount book store. Alan Cheuse, a novelist, has integrated his father's memoir (including attacking Central Asian Muslim rebels and crashing in the hot, new Grigorovich D-11) into an account of a family visit back to Russia. Published in 1987 by Peregrine Smith Books, PO Box 667, Layton, UT 84041." Gary Kuhn (SAFCH #257), 1801 Ferry St., La Crosse, WI 54601, USA.

decision for the long-term. By cutting their teeth on a relatively obscure aircraft, they can get the bugs out of their manufacturing process and improve the quality of their future kits. I, for one, hope INKA will work it way numerically through the Anbo line so that when they get to the Anbo 41 they will produce a really first-class kit.

Fokker F-VIIb/3m, 1/72-scale vacuform kit, Broplan, Made in Poland.

The long-awaited Fokker F-VIIb/3m is here and Broplan has made a good job of it. This excellent kit consists of three white styrene sheets with 50 parts. (Some of the smaller items, such as struts, engines, machine guns, etc. should be replaced by Aeroclub, Contrail, etc. parts.) There are also 7 transparencies and a decal sheet for two colorful Polish Air Force machines. The instruction sheet contains an exploded-view construction diagram, color references to Humbrol paints, plus a short history and technical data. This is a welcome addition to any between-the-wars collection and hope-

fully someone will produce a decal sheet for some of the many other air forces that used the Fokker F-VIIb/3m.

As this is the first PAF aircraft of non-Polish origin in the Broplan range, can we hope for future releases to cover such things as Spad-52, Spad-62, Schreck & Macchi flying boats, Breguet 19, Potez 25, etc.?

Wojciech Butrycz (SAFCH #981), ul. Aleksandry 25m.167, 30-837 Krakow, Poland.

"I've recently acquired a couple of 1/72-scale resin kits which may interest SAFO readers, both Belgian types of the 1930s: the **Fairey Fox** and **Stampe SV-5**.

Let's take the Fox first. It's Fox VI as flown by the BAF at the time of the German invasion, but apparently the open-cockpit Fox II and the single-seat Fox VII are also available. The accuracy looks very good and the quality is acceptable but not up to the standards of, for instance, the French Replica products. The cockpit canopy is very thick and the

panel lines on the wings are 'trench-like'. The fuselage is split vertically as in a plastic kit, thus allowing the modeler to detail the cockpit if so desired. In fact, apart from being done in resin, it could be a typical short-run injection-molded kit. The cost is approximately \$13 and this kit should be available from VAMI Models, Avenue de Manoir 33, 1410 Waterloo, Belgian. They do other kits too, including the Fokker CV, Spad 33, and Curtiss Seamew.

The SV-5 is a Belgian advanced trainer of the '30s (imagine a radial-engined Hawker Hart and you've got the idea) which served with the Belgian and Latvian AFs. As to accuracy, I don't know, but the dimensions seem OK. Quality is excellent, better than the Fox and to as high a standard as any resin kit I've seen; the wings, in particular, are nicely thin. Price is about \$15. I'm not sure of the producer, but it might be the same people who did the Fox.

John MacGregor (SAFCH #766), 13 Foggyley Gardens #21, Dundee DD2 4LG Scotland.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

WANTED: An artist to assist a well-known historian prepare articles for SAFO by doing side-view drawings from a unique collection of historical photographs. If you are interested in helping, contact the editor at the editorial office (27965 Berwick Dr., Carmel, CA 93923, USA).

"I am writing two illustrated history books: (1) **The Romanian Aviation Industry since 1905** and (2) **the Industria Aeronautica Romana IAR-80/81 Fighter**. I need first-hand accounts, drawings, manuals, photos, just about everything! I want to include cancelled projects and advanced version of service aircraft. I am also trying to get anything I can on the mysterious IAR-47 reconnaissance monoplane.

"Anyone who can help will be gratefully acknowledged in both works when they are published."

Chuck Davis (SAFCH #1259), 7221 West 84th Way, Apt. 1810, Arvada, CO 80003, USA.

[Editor's note: I've sample of Chuck's writing and art work; they are both first-rate. I you have any information on these subjects, here is your opportunity to see it presented in an authoritative and attractive manner.]

"I would like information on the North American **B-45 Tornado**. Sought are books, magazines, photographs, videos, unit histories, and models. Are there any former pilots out there?" John C. Fredriksen, 69 Flamingo Dr., Warwick, RI 02886 USA.

[Editor's note: John is the author of "Flying Model Warplanes: An International Guide to Plans and Kits", a book that lists 8,656 plans, kits and semi-kits for 623 aircraft types from 424 manufacturers in 15 countries. Documented is every thing from peanut to giant scale. Available from Air Age Books, 251 Danbury Rd., Wilton, CT 06897. Price is \$14.95 plus \$2.95 postage.]

"We came to the ownership of T-28D-10 s/n 137799 from its last assignment in Laos. Although we believe that it flew in support of CIA operations via the RAVEN program, the United States Air Force has denied ever owning it. Larry Wilson at the Smithsonian did so research for us. He says, 'It was struck from the inventory as DEAD in September 20, 1970. I have seen other airplanes so listed, be reinstated after some period. In this case I checked

the records we have up through September 1985, and there is no further listing of the airplane. Our collection also includes some material from the Fairchild company's public relations department. I have checked our finding aids and some portions of this collection, but found no information on the Fairchild modification of the AT-28D airplanes.'

"Perhaps one of your members has something on the history of our T-28D."

Neil A. Weaver, Weaver Aircraft Company, 2600 E. Graves Lane, Hanger 34, Carson City, NV 89706 USA.

"Whereas the combat types of WWII have been written up over and over, there were many unsung airplane which were equally important and deserve recognition. Little has been written about these airplanes and their stories remain to be told. Not the generally known design and production facts, but their day-to-day activities at training fields or obscure and remote bases, their faults, good points, safety records, service records, and so on. A number of research projects are currently under way, and I am interested in obtaining photos along with information, dates, names, anecdotes, training and accident reports, unit histories, base histories, class books, and anything pertaining to Army Air Corps and Navy training aircraft. If you can assist in any way, major or very small, your letter would be appreciated. Anything you can supply will be welcome and dutifully acknowledged. All loaned material will be carefully handled and promptly returned after copying.

Leo Kohn (SAFCH #1187), 12740 Falcon Dr., Brookfield, WI 53005, USA.

"I am currently compiling the histories of the aircraft displayed here at Hendon and at our sister Museum at Cosford, Shropshire. Some of these aircraft have histories relevant to the sphere of interest covered by the 'Small Air Forces Observer', to which the Museum's Library subscribes. Histories that I have research so far include our ex-Afghan Air Force **Hawker Hind** and one-time Belgian Air Force **Hanriot HD-1**. I enclose copies of both histories. Please feel free to use all or part of these for the 'Observer'.

"If possible, I would like to appeal to your readership for any details that they may be able to provide on the service history of these individual airframes

and of the use of these two types generally by their respective air forces. I am particularly keen to hear any details of Afghan use of the Hind including operational history, withdrawal dates, and the fates of individual aircraft."

Andrew Simpson, Department of Aircraft & Exhibits, Royal Air Force Museum, Hendon, London, NW9 5LL England.

[Editor's note: The history of the Afghan Hind is presented elsewhere in the issue and that for the Hanriot will appear in the next issue; this will give you, the readers, two reminders to help if you can. By the way, I fancy the sobriquet 'Observer'; it is so much more sophisticated than 'SAFO'. Is there a chance that it will catch on?]

"I have a growing collection of over 700 sets of detailed 1/72 - 1/48 scale aircraft plans mostly obtained from modelling magazines of the ex-Communist Block. I would like to hear from anyone who collect plans of airships and aircraft from 1850 to 1993, especially of oddball or different subjects, who might like to trade with me. I'd be happy to exchange lists of plans for trade.

"I also have 96 large-scale detailed aircraft and R/C plans for sale."

Richard Noakes (SAFCH # 1302), Unit 5, 61 Troy Terrace, Daglish, Perth 6008, WA, Australia.

"I have just returned from Germany with a large RC kit (92-inch wingspan) of the **Heinkel He-72 Kadett**, and I need 3-view drawings and/or photographs for my scale documentation. Could one of our reader help me?"

Dick Hansen (SAFCH #1209), 10807 S.E. Stacy Ct., Portland, OR 97266, USA.

"I am preparing volumes for Squadron/Signal on military jeeps and the M151 Mutt series. The loan of any photos of these vehicles, associated with small air forces or not, would be welcome. I will copy any items loaned, and can generally have them returned within six weeks. Photos actually published will be credited, and the contributor will get a copy of the book free."

Lennart Lundh (SAFCH #1218), 16236 South Haven Ave., Orland Hills, IL 60477-5994, USA.

SQUADRONS OF THE ISRAELI AIR FORCE 1948 - 1992

Part IV : Squadrons 119 - 133

John Hayles

119 Squadron ("Taysoet Atalet"/"Bat Squadron")

Role: All-Weather Fighter

119 Squadron was initially formed in early 1952 with a variety of Mosquito variants. The most numerous being the FB.6, but was also including a half-dozen NF.30 night fighters obtained from France. The unit was disbanded in early 1956, in line with the progressive phasing out of the Mosquito.

The unit was reformed in August 1956 at Tel Nof (Ekron). Two pilots had been sent to Britain to train on the RAF's Meteor NF.11s, and the new fighter squadron was formed on their return. The first three of a batch of six Meteor NF.13s were delivered the next month.

Having only three aircraft and two pilots, squadron operations in the Suez Campaign were necessarily limited. A number of attempted interceptions of intruding aircraft were made, but with no result. However, the most important mission for the squadron took place a full day before the outbreak of hostilities. On the night of 28 October 1956, a lone Meteor NF.13 intercepted an Egyptian AF Il-14 flying from Damascus to Cairo. The Il-14 carried sixteen high ranking Egyptian Army officers who had just concluded a defence treaty with Syria and Jordan. The interception took place some 200km south of Cyprus, and ended with the Il-14 diving in flames into the Mediterranean. The loss of so many of the General Staff at such a time must have been a heavy blow to Egypt.

The balance of the Meteor order was embargoed by the British following the 1956 war. In order to fill the gap, the IDF/AF turned to France. A batch of seven Vautour IIN two seat night fighters was ordered in May 1957, and commenced delivery in March 1958. This action resulted in the embargoed Meteors being released and delivery followed in April. One aircraft crashed in France on delivery and was subsequently used only for spares.

The Vautours remained in service until March 1963, when they were replaced by Mirage IIICs; the radar then being replaced by ballast and the aircraft transferred to 110 squadron at Ramat David. The Meteors were also withdrawn from service.

119 Squadron was the third unit to equip with Mirages, commencing conversion in March 1963 at Tel Nof, and quickly working up to operational capability. Although not designated to lead any of the initial attacking waves at the start of the Six Day War, the unit came into its own with the third and fourth wave attacks on Jordan and Syria respectively. Targets hit included the airbases at Amman (Jordan) and T4 (Syria). From the second day, Mirages assumed the air superiority and fighter escort role - with 119 squadron operating principally over the Syrian and Jordanian fronts.

119 Squadron emerged from the 1967 war as the top scoring IDF/AF unit, with 19 kills in air combat, and also the leading air-to-air 'ace': Lt. Giora Rom with five confirmed victories. They also had the lowest casualty rate, with only two Mirages lost and both pilots recovered.

The War Of Attrition (1969-1971) saw 119 sqn involved in a seemingly endless series of skirmishes and dogfights. During

one of these, on 11th September 1969, the IDF/AF's top scorer from the Six Day War, Capt. Giora Rom, was shot down and taken prisoner. Claims by 119 sqn for this period have not been identified, but must account for a substantial portion of the 101 enemy aircraft claimed shot down in this period.

Around late 1970/early 1971 the squadron re-equipped with the F-4E Phantom II at Ramat David airbase - again becoming the third unit to operate the type. Shortly afterwards, the squadron received a pair of RF-4E reconnaissance variants, from the first batch of six delivered February-April 1971.

Unfortunately, details of F-4 operations in the Yom Kippur War have not been published, and thus the contribution of 119 sqn cannot receive its due. For general comments see 69, 105 and 107 squadron entries. Just after the October 1973 war, the squadron is believed to have returned to its traditional base at Tel Nof. The units involvement in the Lebanon conflict is also unknown. In early 1992 the unit completed conversion to the Kurnass 2000.

Aircraft used by 119 squadron include:--

Type	Qty	Service	Base	Badge	Serial Examples
Mosquito T.3/FB.6/TR.33	107	1952 - 1955	Tel Nof	52	2110, 2150
Mosquito NF.30	67	1952 - 1955	"	52	
Meteor NF.13	3	8 Sept 1956 - 1963	"	54	
Meteor NF.13	3	18 Apr 1958 - 1963	"	54	157
Vautour IIN	7	Mar 1958 - Mar 1963	Ekron (Tel Nof)	54	70
Mirage IIICJ	24	Mar 1963 - late 1970	Tel Nof	53, 54	720, 732, 743, 785
Mirage IIIBJ	2	Mar 1963 - late 1970	"	53, 54	787
F-4E	22	late 1970 - early 1992	Ramat David/Tel Nof	53, 54	114, 119, 163
RF-4E	2	late 1970 - Present?	"	53, 54	198
Kurnass 2000	22	1991 - Present	Tel Nof	53, 54	

131 Squadron (No Nickname Known)

Role: Tactical Transport/Tanker-Transport

The first IDF/AF operator of the ubiquitous C-130 Hercules transport was 131 squadron. The first two examples of the C-130H variant being delivered to this unit in October and November 1971.

By the time of the outbreak of the Yom Kippur War, in 1973, the squadron still had only two aircraft. However, the units C-130Hs were kept busy flying alongside the newly arrived C-130Es of 103 sqn, on every kind of transport mission possible. No C-130s were lost during the conflict.

Further new-built C-130Hs were delivered in the years following the war, including two KC-130H variants equipped for the dual transport/in-flight refuelling role, with an additional fuselage fuel tank and hose-reel pods under the outer wings. The KC-130Hs thus use a probe and drogue system to refuel A-4Ns, F-4Es and S-65s - while F-15s and F-16s are refuelled from Boeing 707s using the flying boom system.

On the afternoon of 3rd July 1976, four C-130Hs took off from Sharm-El-Sheikh airfield on a secret mission which would take the aircraft to the very limits of their range.

Seven days previously, Air France flight 139 from Tel Aviv to Paris has been hijacked by PLO and Baader-Meinhof terrorists and forced to land at Entebbe Airport, Uganda. Operation Thunderbolt was the daring attempt to rescue the 103 Israeli passengers still held hostage.

Flying at very low level down the Red Sea, and escorted by F-4Es only as far as the Ethiopian border, the aircraft are reported to have been guided by a specially equipped Boeing 707 command plane. Arriving over Entebbe at nearly midnight, the C-130s landed and swiftly disgorged their cargo of paratroopers - achieving total surprise against both the Ugandan troops and the terrorists. One group of paratroopers rapidly eliminated the terrorists, and then led the freed hostages out to the waiting aircraft, while another group of paratroops destroyed several Ugandan Air Force MiGs - in order to forestall attempts at pursuit.

It is reported that one aircraft carried a number of doctors and medical staff in order to treat any wounded. In the event, there were only about ten casualties, plus three dead hostages and the body of the strike force commander killed by a sniper. The four Hercules took off some 53 minutes after landing and refuelled at Nairobi Airport for the long return trip home.

More recent IDF/AF transport activities are detailed under the entries for 103 and 'G' squadrons. At some point during the late 1970s, 131 sqn amalgamated with 103 sqn and took over its C-130Es. Squadron aircraft now carry the badges of both units, one on each side of the fin.

Aircraft used by 131 squadron include:-

Type	Qty	Service	Base	Badge	Serial Examples
C-130H	2	Oct 71 - Present	Lod	21 13, 14	4X- JUA/02, JUB/06, 4X -FBA/102, FBB/106
C-130H	2	May 74 - Present	Lod	13, 14	4X- FBC/009, FBD/011
C-130H	6	Mar 76 - Present	Lod	13, 14	4X- FBQ/420, FBT/435, FBU/448
KC-130H	2	Apr 76 - Present	Lod	13, 14	4X- FBY/522, FBZ/545
C-130E	12	1980's - Present	Lod		(see 103 sqn)

133 Squadron ("Eagle Squadron")

Role: Air Superiority Fighter

133 Squadron was specifically formed in late 1976 to operate the sophisticated F-15A Eagle in the counter-air role. In order to accelerate deliveries, because of political tensions at the time, the initial four F-15As were refurbished development (pre-production) airframes, the first three arriving on 10th December 1976 at Tel Nof Airbase.

A core of experienced pilots had commenced training on the type in early 1976 in the USA. The first new build aircraft (including a pair of F-15B two seaters), did not arrive until late 1977, with deliveries being completed in 1978.

During March 1978, the squadron's aircraft flew Combat Air Patrols (CAPs) to cover Israeli forces engaged in Operation Litani in southern Lebanon. No enemy aircraft were encountered.

The Eagle squadron scored its first air-to-air kills on 27 June 1979, when a flight of F-15As shot down four Syrian MiG-21s which were trying to intercept IDF/AF aircraft attacking PLO

targets in Lebanon. A further seven MiG-21s had been shot down over Lebanon by December 1980.

A much harder target to kill, a Syrian MiG-25 Foxbat, fell to an AIM-7F fired from an F-15A by the squadron CO on 13 February 1981. A second Foxbat was shot down on 29 July 1981.

On 7 June 1981 a number of F-15A Eagles carrying FAST packs flew an escort mission, providing top cover for the F-16s attacking the Iraqi Osirak nuclear reactor (see entry for 117 sqn). However, the Eagles did not penetrate Iraqi air space and were not called into action.

From 26 August 1981, the original F-15A/Bs began to be supplemented by second generation F-15C/D models - with improved radar, increased fuel capacity and more reliable F100-PW-220 engines replacing the -100 power units.

Although the F-15C/Ds were scheduled to split off from 133 squadron on 6 June 1982, this didn't actually occur, because the invasion of Lebanon, (Operation Peace For Galilee), was suddenly launched that same day. Throughout the invasion period 6-11 June, the Eagles operated as a single unit flying escort missions for numerous Israeli air strikes, and engaging in intensive dogfights with Syrian AF fighters. In seven days of fighting the IDF/AF claimed to have destroyed no fewer than 80 aircraft and five helicopters. Of these totals the Eagle squadron accounted for 36.5 victories for no loss - most of the remainder falling to F-16 units.

As a result of these air battles, many Eagles now carry 2, 3 or even 4 miniature Syrian Air Force roundels, as kill markings, under the cockpit.

Shortly after the ceasefire with Syria, the F-15C/D squadron was officially established - see 106 squadron for further details. Since the formation of 106 sqn, 133 sqn seems to have retired from the limelight. All IDF/AF Eagle kills since the end of the Lebanon War have been claimed by 106 sqn.

From about 1988, the unit's F-15A/Bs are thought to have been subjected to the USAF Multi-Stage Improvement Program (MSIP). This involves replacing the APG-63 radar with the APG-70, fitting improved digital central computers and CRT cockpit displays, and installation of the -220 engine used on the F-15C/D.

Along with 106 squadron, 133 was brought to full alert following the Iraqi invasion of Kuwait on 2 August 1990. Continuous Combat Air Patrols were being flown by both units by the time the UN deadline expired on 15 January 1991. However, the Iraqi Air Force declined to fight, and the Eagles could do nothing about the Scud missiles, so the continuous CAP's were discontinued by 12 February.

Aircraft used by 133 squadron include:-

Type	Qty	Service	Base	Badge	Serial Examples
F-15A	4	10 Dec 76 - Present	Tel Nof	55, 56 , 57	620, 622
F-15A	19	late 1977 - Present	"	55, 56 , 57	669, 646, 695, 658
F-15B	2	late 1977 - Present	"	55, 56 , 57	704, 408
F-15C	9	26 Aug 1981 - 12 June 82	"	56, 57	802
F-15D	6	late 1981 - 12 June 82	"		

106 Squadron (continued) (No Nickname Known)

Role: Air Superiority Fighter/Fighter-Bomber

As related in the entry for 133 squadron, 106 squadron was scheduled to be formed on 6 June 1982 at Tel Nof, from that

unit's F-15C/D aircraft. Official formation was delayed until after the ceasefire came into effect on 11 June.

106 sqn has been credited with all five of the kills claimed by the IDF/AF since the end of the Lebanon War: a pair of MiG-23MFs on 25 June 1982, a single reconnaissance MiG-25 shot down over Beirut on 31 August 1982, and finally a pair of MiG-23's shot down over Syria on 19 November 1985. The latter being the last kills so far achieved by IDF/AF Eagles.

The enormous capability of the Eagle in Israeli hands had been demonstrated in a quite different way a month earlier. On 1 October 1985, a flight of eight F-15Ds flew a round trip of over 2,500 miles (4,000 km) in order to bomb the PLO headquarters at Khaman Al-Shat, Tunis. The aircraft had to refuel from an IDF/AF Boeing 707 tanker several times during the six hour mission. The attack was launched with laser guided bombs and completed with no difficulty.

As with the F-16B and D, the high proportion of F-15Ds used by 106 squadron emphasises the fully combat capable status of these two seater "trainers".

After the invasion of Kuwait, and the approach of the UN deadline for Iraqi withdrawal on 15 January 1991, 106 sqn began flying continuous combat air patrols alongside 133 sqn, to guard against possible Iraqi aggression. In the event, these patrols were discontinued by 12 February.

From late October 1991, the IDF/AF began to receive additional Eagles from USAF stocks, to balance out reinforcement deliveries to Saudi Arabia and as a reward for loyalty during the Gulf War. It is not clear yet whether these additional aircraft are A/B or C/D models, or a mixture of both. The Eagles will actually be used to reinforce the two existing F-15 squadrons, despite a recent disinformation exercise by the IDF/AF which stated otherwise.

Aircraft used by 106 Squadron include:

Type	Qty	Service	Base	Badge	Serial Examples
F-15C	9	12 June 1982 - Present	Tel Nof	58, 59	802, 840
F-15D	6	12 June 1982 - Present	"	58, 59	280, 870, 957, 959
F-15C	9	1983 - Present	"		
F-15D	2	1983 - Present	"		

The following unidentified units are thought to be numbered in the 120-129 sqn range:-

'K' sqn ("Parrot Squadron")

Role: Fighter-Bomber

The Parrot squadron was a new unit formed in 1979/80 specifically to operate the Kfir C-2, becoming the fifth and last unit to fly this type. Some of its aircraft were later converted to C-7 standard. Since 1987, the Kfir has been gradually withdrawn from IDF/AF service, leaving the Parrot squadron as the final operator of the Kfir.

Aircraft used by the Parrot squadron include:-

Type	Qty	Service	Base	Badge	Serial Examples
Kfir C-2/TC-2	24/2	1980 - Present	Etzion	60, 61	822, 851, 858, 301, 853, 826
Kfir C-7	24	1983 - Present	"	60, 61	903

'L' Squadron

Role: Fighter, later Fighter-Bomber

This unit, with its distinctive red bird on yellow disc insignia, is thought to have first formed in late 1972 on the IAI Nesher.

This unit was one of only two squadrons to operate the Nesher as its sole equipment (rather than alongside the Mirage III) - the other being 113 sqn.

Based in Sinai, the unit saw much action during the Yom Kippur War. In fact, four Neshers from this unit intercepted a formation of Egyptian Su-7s just seconds after the start of hostilities on 6 October, and immediately shot four down. The Neshers were principally operated in the fighter interceptor role, but on at least two occasions conducted strafing attacks on ground targets. The squadron finished the war with 42 confirmed kills for no loss.

In 1978 the unit converted to the Kfir C-2. On 31 July 1983 the first production example of the Kfir C-7 was delivered, this variant eventually replacing the C-2 models. Some time around 1985 the unit is thought to have disbanded.

Aircraft used by 'L' squadron include:-

Type	Qty	Service	Base	Badge	Serial Examples
Nesher	20	late 1972 - 1978	Etzion	62	
Kfir C-2/TC-2	24/4	1978 - 1983	"	62, 63	826, 309
Kfir C-7	24	31 July 1983 - 1985?	"	62, 63	549, 555

'M' Squadron ("Yellow Snake Squadron")

Role: Attack Helicopter

A second attack helicopter squadron was formed during 1979 to operate an additional batch of AH-1 Hueycobras. These aircraft were of the AH-1S variant (later AH-1P), with flat plate cockpit canopies, three barrelled M197 gun turret and 'scoop' shaped reduced-IR exhausts.

By the late 1980's, these examples had been supplemented by a further batch of AH-1S Mod 3 upgraded versions - later redesignated AH-1F by the US Army. These new aircraft featured improved attack avionics and a cylindrical shaped exhaust pipe.

It is likely that aircraft from these two batches were also used to replace the AH-1Qs of 'B' squadron.

Although intended primarily for the anti-tank role, the helicopters found few such targets during the Lebanon War of June 1982, and were mostly used for close air support operations. Attacks on PLO targets with the helmet aimed 20mm gun and highly accurate TOW missile proved extremely effective. However, two examples were lost to AAA fire in the course of the war. Since 1982, the Hueycobras have frequently seen action in Southern Lebanon against terrorist targets.

Aircraft used by 'M' squadron include:-

Type	Qty	Service	Base	Badge	Serial Examples
AH-1S (AH-1P)	24	1979 - Present	?	64	335, 359
AH-1F	30	mid 1980's - Present	?	65	356, 501, 353

'N' Squadron ("Yellow Bird Squadron")

Role: Fighter-Bomber

This squadron is thought to originate as a new A-4E Skyhawk unit in the Summer of 1973 at Etzion airbase. The unit's equipment may have been passed on from 115 sqn which upgraded to the A-4N at about this time. Yellow Bird squadron was the sixth unit to operate this type. It disbanded in the late 1970s.

In the early 1980s the unit reformed on the A-4N, probably using aircraft passed down from another squadron. When the

unit converted to the F-16 in about 1987, it is likely that the aircraft came from 101 squadron.

Aircraft used by 'N' squadron include:-

Type	Qty	Service	Base	Badge	Serial Examples
A-4P/TA-4P	307	1973 - late 1970s	Etzion?	66	885
A-4N	25	early 1980s - 1987	Etzion?	66	413
F-16A/F-16B	22/2	1987 - Present	?		

Part V, the final part of this series, will cover the remaining IDF/AF units not so far described.

Additional References:

32. Air Britain Digest Summer 1989 (Vol 42 No 2)
33. Lockheed Hercules Production List (Olausson)
34. Air Forces Monthly October 1992
35. World Air Power Journal Vol 9 Summer 1992
36. IPMS-UK Magazine January 1992
37. McDonnell F-4 Phantom : Spirit In The Skies (Lake)

John Hayles (SAFCH#463), 14 Meadow Garth, Beverley High Road, Hull, North Humberside, HU6 7YJ, England.



white



yellow



dark blue



black



orange



green



red



medium blue



gold



Figure 52
119 Sqn
(tail fin)



Figure 53
119 Sqn
(tail fin)

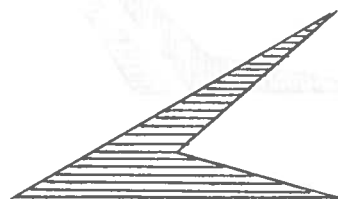


Figure 54
119 Sqn
(tail fin)



Figure 55
133 Sqn
(tail fin)

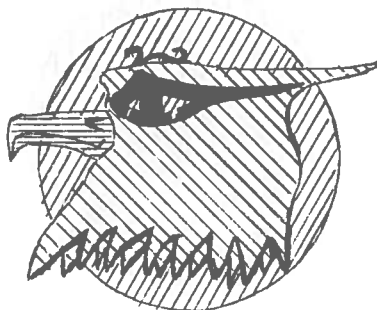


Figure 56
133 Sqn
(tail fin)



Figure 57
133 Sqn
(inside fin)

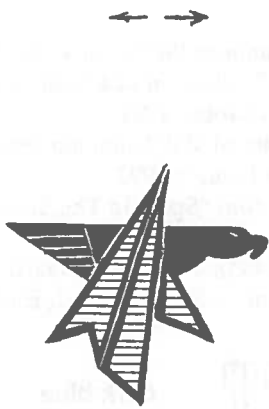


Figure 58
106 Sqn
(tail fin)

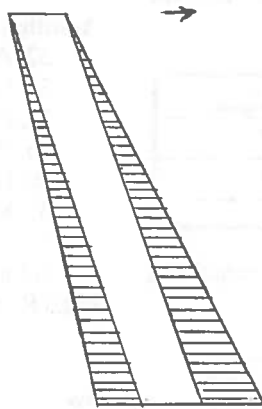


Figure 59
106 Sqn
(inside fin)



Figure 60
'K' Sqn
(tail fin)

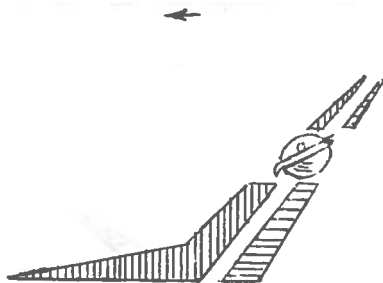


Figure 61
'K' Sqn
(tail fin)



Figure 62
'L' Sqn
(tail fin)

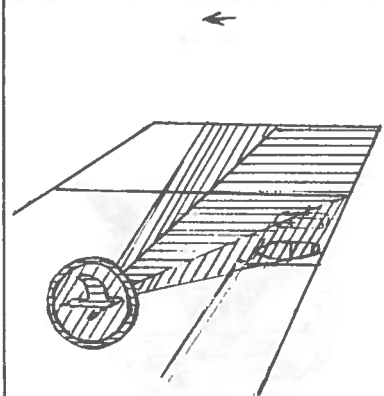


Figure 63
'L' Sqn
(tail fin)

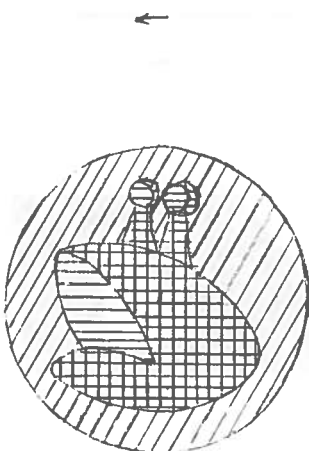


Figure 64
'M' Sqn
(tail rotor pylon)

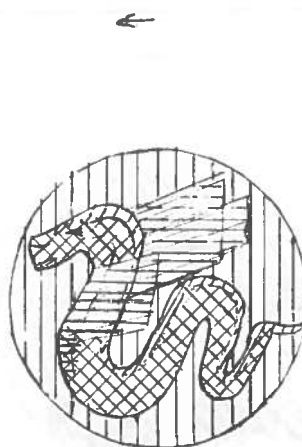


Figure 65
'M' Sqn
(tail rotor pylon)

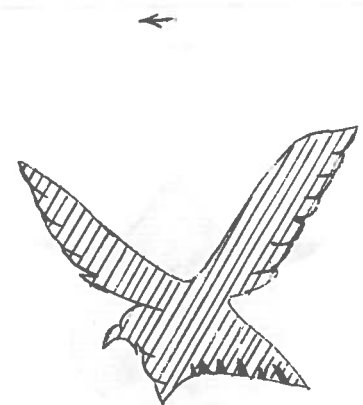


Figure 66
'N' Sqn
(tail fin)

MEXICAN AIR FORCE SQUADRON INSIGNIA

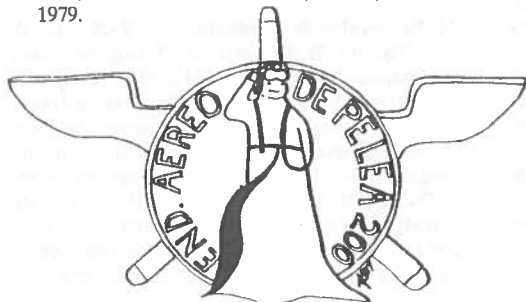
Santiago A. Flores

This article describes representative squadron insignia of the Fuerza Aerea Mexicana from shortly after WWII to the 1980s. This is a particularly difficult area of study because the Mexican AF did not employ standard squadron insignia; the insignia could differ from one aircraft to another within the same squadron at the same time. Several examples of this variation will be given.

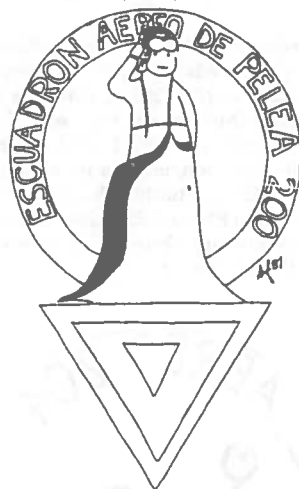
A. Escuadron de Bombardeo 101: Beechcraft AT-11 Kansan, BHB-15(?); Base Aerea Militar #6 Puebla, Puebla. This unit was formed during WWII with AT-11 Kansan bombers, but it was not until after the war that a squadron insignia appeared. This insignia was in the form of a bulldog holding a bomb in its mouth, and the inscription Escuadron-Bombardeo-101-Base Aerea-Mil-puebla-pue (Bombing Squadron 101, Military Air Base, Puebla, Puebla). This insignia was carried on the outward-facing side of the engine cowlings of both engines. Since the source is a black-and-white photo, no information is available on the colors. Source: Photo from Ing. Enrique Velasco, Mexico D.F.



B. Escuadron Aero de Pelea 200: A-24B, BID-2525; Pie de la Cuesta, Veracruz; circa 1954. When this unit was first formed it was called a "ghost" squadron because it had no equipment or personnel. Douglas A-24Bs were finally received, but it was not until around 1954, while the unit was based at Pie de la Cuesta, Veracruz, that the "ghost" first appeared. This insignia was on A-24B BID-2525 (Bombardeo Inclinado Douglas = Douglas Dive Bomber). The ghost, wearing a pilot's helmet, goggles, and parachute straps, was standing and giving a military salute. A yellow circle was behind the ghost with yellow letters EDN AEREO DE PELEA 200 (Fighter Squadron 200) with two yellow wings and a three-bladed black propeller with yellow tips. Source: AIR PICTORIAL, November 1959; Revista MODELISMO, Vol. 1, Primavera 1979.



C. Escuadron Aereo de Pelea 200: T-28-943. When this unit was re-equipped with T-28A Trojans, the ghost insignia underwent some changes. The wings and propeller were replaced by a Mexican AF insignia at the bottom. The colors of the MAF insignia was, of course, green, white, and red (from inside), but confirmation is needed if the other colors remained the same as carried on the A-24s. Source: Photo from Ing. Enrique Velasco, "Historia Grafica de la Aviacion Mexicana", Dir. Gral. de Aeronautica Civil, SCT, Mexico D.F.



D. Escuadron Aereo de Pelea 200: Vampire Mk-III; BAM #1 Santa Lucia, 1971. The jet age arrived for 200 Squadron in 1961 when it re-equipped with ex-RCAF de Havilland Vampire fighters. The ghost underwent more changes to better symbolize the squadrons role as a jet fighter unit. He was now equipped with a 'bone-dome' helmet with oxygen mask. A jet pack was on his back and he was flying out of a haunted castle carrying a 0.50 cal machine gun under a full moon with bats flying around. The circle is blue with yellow borders, white clouds, and a flesh-colored moon. The ghost is white with black straps and oxygen mask, and the back pack is brown with a red flame. The bats are black as is the castle which is outlined in white with red windows. The inscription, ESCUADRON AEREO DE PELEA 200, is black with white outlines. Source: Photos from Enrique Velasco, Mexico D.F.



E. Escuadron Aereo Jet de Pelea 200: Vampire Mk-11; BAM #1. Along with the Vampire fighters, two Mk-11 trainers were procured for conversion training. For some unknown reason, the unit emblem on the trainers was different from that carried on the fighters. The flight helmet is more detailed and carries a small Air Force insignia, there are more clouds, and only one "surprised" bat. The inscription is also different, ESCUADRON AEREO JET DE PELEA 200, and it is in solid letters. This version was carried only on the trainers, and there is no conformation that the colors were the same as above. Source: Photo by Ing. Enrique Velasco, Mexico D.F.



F. Escuadron de Pelea 201: P-47D-30-RA, PZT-1005, PZT-1016, PZT-1006, and PZT-1003; June 1954. The famous 201 Mexican Fighter Squadron fought in the South West Pacific in 1945 under the USAAF 58th Fighter Group, 5th Fighter Corps, 5th Air Force. After its return to Mexico, the unit picked up 25 new Republic P-47D-30-RA Thunderbolts from the US in place of the ones left behind in the Philippines. Some insignia appeared on individual aircraft, but it was not until the 1950s that a unit insignia appeared. This was a Fighting Cock, poised to strike, and the inscription ESCUADRON DE PELEA 201. No information is available on the colors used. Source: Photos from Ing. Adolfo Villaseñor and Ing. Enrique Velasco, Mexico D.F.



G. Escuadron de Pelea 201: AT-6 EAN-722; 1959. This squadron not only had P-47s, but also a number of AT-6/T-6 trainers and even A-24Bs for conversion training. This insignia appeared on an AT-6 EAN-722 (Entrenador Avanzado North Americana = Advanced Trainer North American). "Panchito Pistolas", a Walt Disney character, is black with yellow beak and red mouth, dressed in a green and brown rancho costume, with green pistols, all on a yellow circle. This same insignia, with the deletion of the inscription, appeared on some of the T-28As (e.g. 945) after the P-47s were phased out in 1959. Source: Calcomonias Aztlan Sheet 1/72 scale; Revista MODELISMO, Vol. 1, Primavera 1979; NAVAL FIGHTERS No. 5, T-28 TROJAN, by Steve Ginter.



H. Escuadron Aereo de Pelea 201: T-28A; Merida, Yucatan; September 1961. This version of "Panchito Pistolas" differs from the one that appeared in SAFO #28 (July 1983) page 109 only in the inscription ESCUADRON AEREO DE PELEA 201. Source: Photo from Tte. Col. P.A. Ricardo Flores Coss, Mexican AF.



I. Escuadron Aereo 203: T-28-974; BAM #9 La Paz; circa 1980. This squadron, one of two that form the 3rd Air Group, has an interesting insignia that relates to its area of operations, tropical La Paz. The insignia depicts a winged shark with a fish in its mouth and carrying a bomb flying over a tropical cove with a hut and palm tree. The inscription is ESCUADRON AEREO 203 FAM. The colors are a grey shark with brown wings and white fish, blue water with brown shore, white hut, and green palm tree. Source: Photos from Dan Hagedorn.



J. Escuadron Aereo 204: AT-6 EAN-732; BAM #3, El Cipres, Ensenada, circa 1950. In the early 1950s, three squadrons (202, 203, & 204) were stationed at BAM #3 (Military Air Base #3), EL Cipres, Ensenada, equipped with AT-6/T-6 trainers. On of them, 204 Squadron, used an interesting insignia consisting of a flying turtle with a pilot, tricolor tail, and inscription ESC. AEREO 204. Information on the colors is lacking. Source: Calcomonias Aztlan, Mexico D.F., 1/72 scale.



K. Escuadron Aereo de Pelea 204: T-28; BAM #3, El Cipres, Ensenada. The famous pink panther cartoon character became the insignia of 204 Fighter Squadron. During the author's visits to this unit in 1979-80, the insignia was carried on both sides of the nose and on the right side of the vertical fin. The left side of the fin carried the insignia of the 3rd Air Group (see drawings N). There were small differences among the insignia carried by different aircraft in the squadron. On one aircraft, T-28-924, (K1) the panther wore a helmet and flight goggles. On another, T-28-960, (K2) he wore a set of headphones. The panther was pink with a white tummy and eyes. He is dressed in flight gear including a parachute and he holds a machine gun in his right hand and a long cigarette in his left hand. The background is yellow with the red-white-green MAF triangle. The inscription ESCUADRON AEREO DE PELEA 204 is black on an orange background outlined in black. (This colorful marking disappeared around September 1980 when the remaining T-28A were replaced by Pilatus PC-7 turbo-prop trainers.) Source: Photos of T-028-924, July 1979, by author; Photos of T-28-960, September 1977, by Tte. Col. P.A. Ricardo Flores Coss, MAF; Photos of T-28-924, 1980s, by Dan Hagedorn.



L. Escuadron Aereo Monomotor 209: AT-6 EAN-799, Cozumel. A Caribbean pirate served as the model for this insignia which carries the inscription ESCUADRON AEREO MONOMOTOR 209. This unit was based at Cozumel. Information is needed on its colors. Source: Calcomonias Aztlan, 1/72 scale; SAFO #47.



M. 3rd Escalon de Mantenimiento: T-28A; BAM #12, Tijuana; 31 August 1979. During the 1980s, this maintenance unit, located at the old Tijuana airport, had T-28A #1 as a instructional airframe for overhauling engines. Any engine that was repaired or overhauled by the unit received this insignia as seen by the author on the engines of the T-28s of 204 Squadron. Warner Bros. Woody Woodpecker is the mascot of this unit. The colors are a red mouth, yellow beak, brown head, white eyes with black iris. The background is light blue

with a grey half-sprocket and the white inscription 3er ESCALON DE MANTENIMIENTO. The outer circle is purple with the white inscription TIJUANA B.C. Years later, this aircraft became a monument in the city park and it was given a camouflage paint scheme which covers the unit emblem. Source: Photos by the author.



N. 3/o Grupo Aero: T-28A; BAM #3, El Cipres, Ensenada; circa 1979. 3/o Grupo Aero, based in Baja California, consists of two squadrons. Its Headquarters is located at BAM #3 El Cipres, Ensenada, where 204 Squadron is based. La Paz is the base for 203 Squadron. The Air Group emblem was carried on the left side of the vertical fin of their Trojans, while the squadron insignia was carried on the right side of the fin. There are two version of

this insignia. T-28-924 of 204 Squadron carried the emblem shown in N1, while T-28-974 of 203 Squadron carried the emblem shown in N2. The only differences are the deletion of the MAF triangle and the addition of FAM to the second emblem. The insignia consists of a condor (or eagle) flying over the Baja California peninsula. The outer ring is yellow, the bird is brown, the peninsula is white, and the sea is blue. The inscriptions 3/o GRUPO AEREO and FAM are black. Source: Photos by the author and Dan Hagedorn.



Acknowledgment: The author would like to thank all the people mentioned above for their help. He welcomes corrections, comments, and additions that would be helpful in preparing more articles on Mexican Air Force insignia.

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PHOTO CAPTIONS

(All photos via the author.)

- De Havilland Vampire Mk-3 of Esc. de Pelea 200 inside hanger at BAM #1 Santa Lucia probably after retirement of the aircraft; note tears coming from the eyes. (Ing. Enrique Velasco)
- Beechcraft AT-11 of Esc. de Bombardeo 101 at BAM #6 Puebla, Puebla. (Ing. Enrique Velasco)
- Republic P-47D-30-RA Thunderbolt PZT-1005 (Persecucion de Zone Thunderbolt = Pursuit Zone Thunderbolt) showing the "Fighting Cock" insignia of Esc. Aereo 201 during a flying display at Mexico City Airport, June 1954. (Ing. Adolfo Villaseñor)



b

a

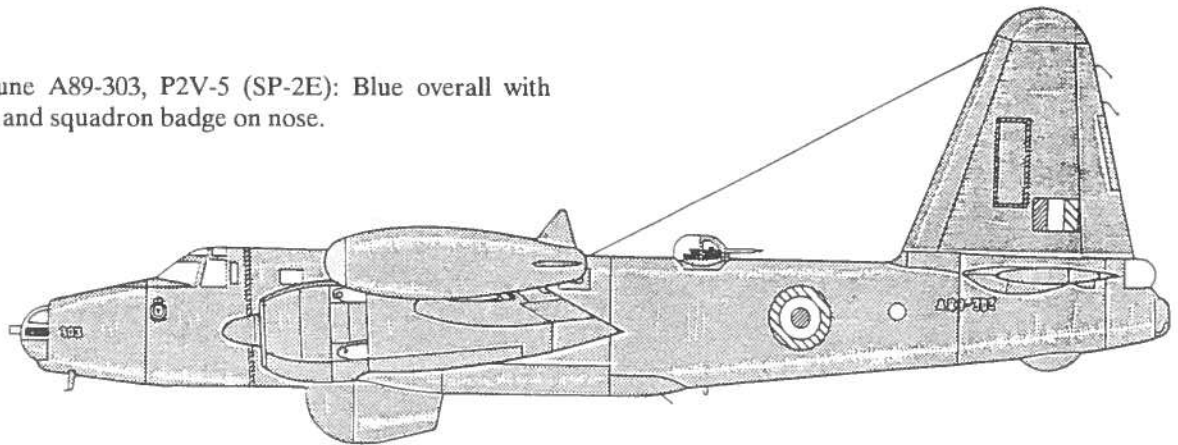


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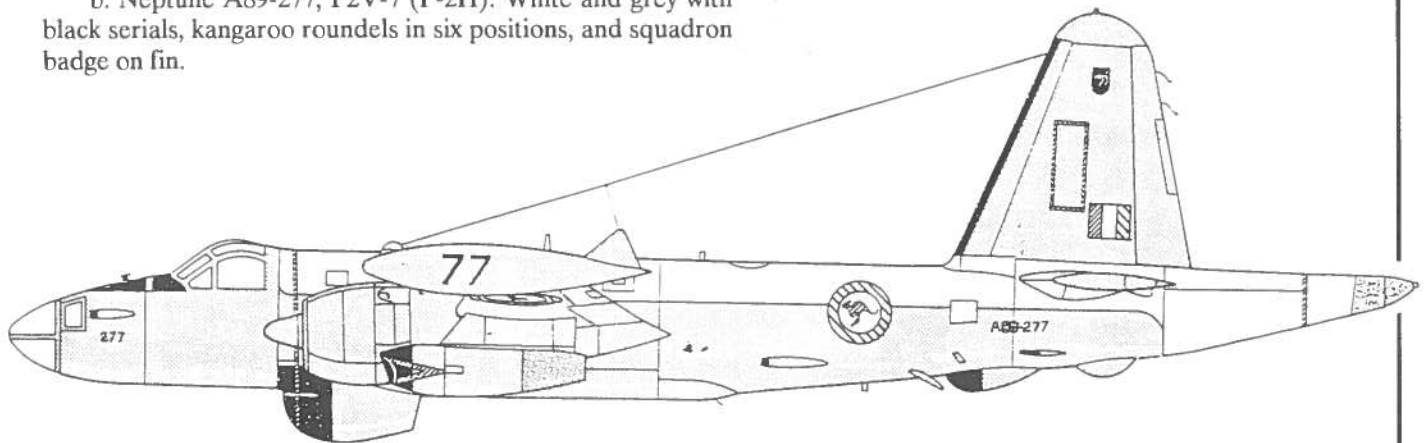
WARBIRDS

RAAF NEPTUNES

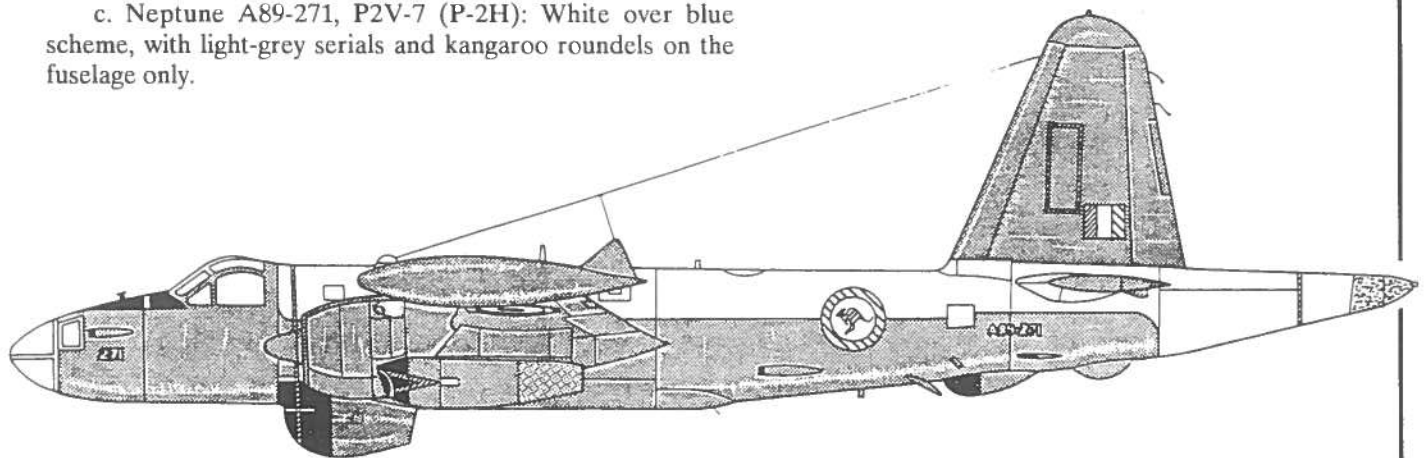
a. Neptune A89-303, P2V-5 (SP-2E): Blue overall with white serials and squadron badge on nose.



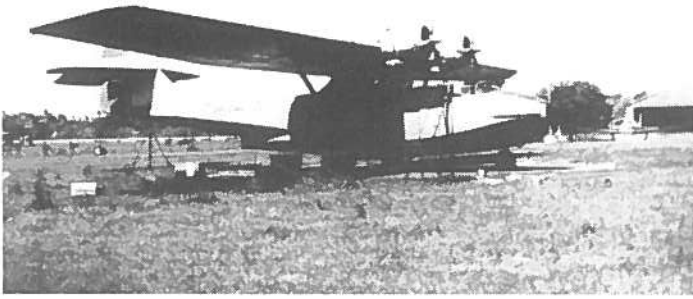
b. Neptune A89-277, P2V-7 (P-2H): White and grey with black serials, kangaroo roundels in six positions, and squadron badge on fin.



c. Neptune A89-271, P2V-7 (P-2H): White over blue scheme, with light-grey serials and kangaroo roundels on the fuselage only.



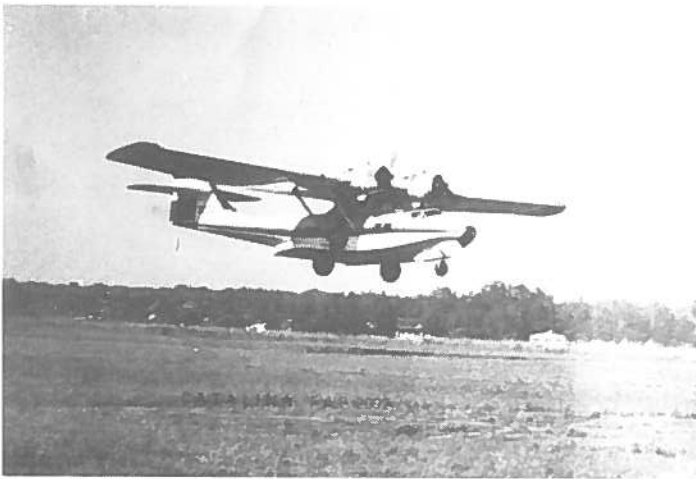
Colin Owers (SAFCH #261), PO Box 73, Boorowa 2586,
NSW, AUSTRALIA.



a



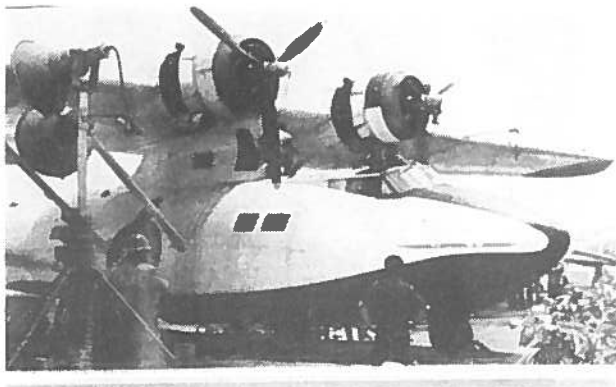
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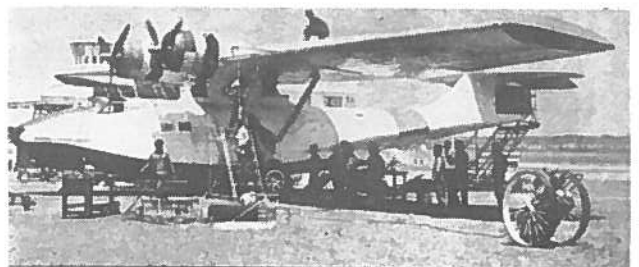
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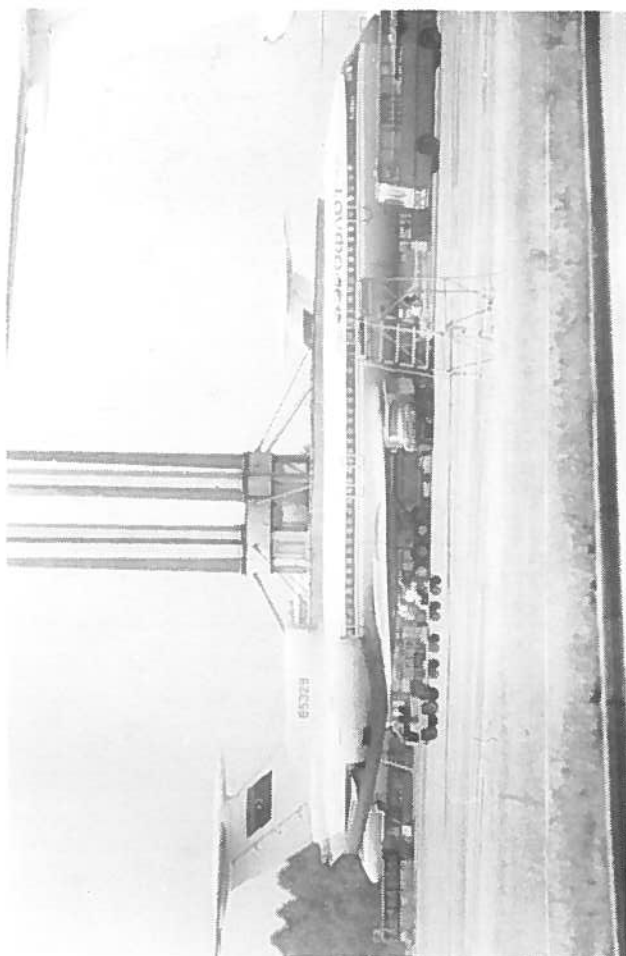
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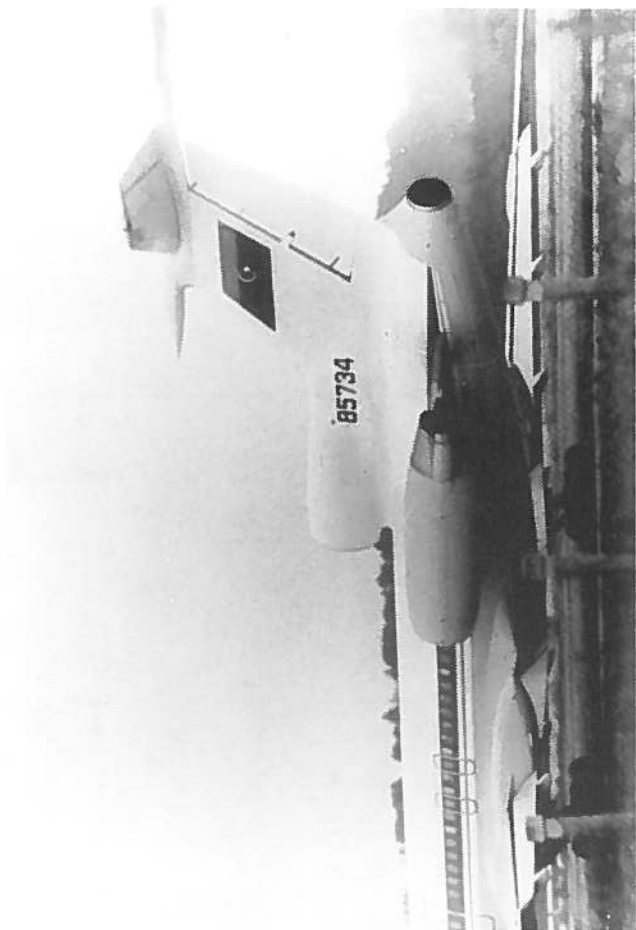
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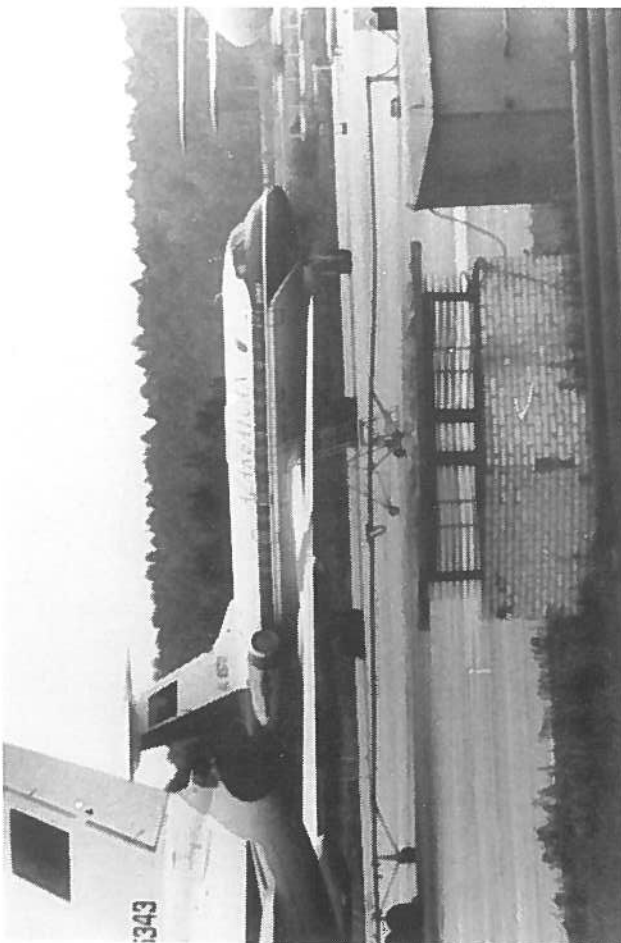
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a



b



c



d